

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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PRINCIPAL CONTENTS.

Pewabic Mining Co.	370
South Carolina Railroad	370
Quincy Mining Co.	371
Allegheny Valley Railroad	372
Railroads of the State of New York	372
Commerce of New York	373
Stock Exchange and Money Market	385
Tennessee State Bonds	387
Philadelphia and Erie Railroad	387
St. Clair Flats	387
Railroad Earnings	377, 388
Union Pacific Railroad in Colorado	388
Concord and Claremont Railroad	389
Journal of Railroad Law	390

American Railroad Journal.

New York, Saturday, April 21, 1866.

An Important Question.

At the present moment a large commercial question remains in an unsettled condition; we refer to that of our trade with the British North American Provinces, which by the abrogation of the Reciprocity Treaty of 1854 is again at loose ends. As incidental to it is the renewing of the right to the fisheries, so long and so often a disturbing question between England and the United States, and one which has on several occasions nearly occasioned war between the two countries. In this subject we feel a deep interest, and out of it is to grow real difficulties if they are not met at once by a proper disposition of them. Whether there is statesmanship enough at Washington to meet, grasp and overcome them, remains to be seen. There has been, and is yet, a simple and straightforward method to settle this question; and it has been brought to the notice of certain members of Congress in a proper manner for their consideration. It is to pass a short act of a reciprocal character which will be readily acceptable to the maritime provinces. No one can look at the map without perceiving that the natural position of these provinces, is more favorable to trade and intercourse with the United States than with Canada, Nova Scotia, New Foundland, New Bruns-

wick and Prince Edwards' Island are in fact nearer us in all material relations, are easier reached, and always more accessible. On the other hand a Canadian connection presents to these provinces many real difficulties, in distance, navigation, and climate, without a compensating advantage to any considerable extent. It is very evident the people of these provinces are far from being prepared to enter into any close political alliance with the western provinces, since it secures no particular benefits that are at present unenjoyed. On the contrary, it is well known that leaving out of question the loyal feeling towards the Mother Country, which undoubtedly exists, the provincials of the maritime provinces look on New York and Boston as next in their regard to Liverpool and London, and would almost accept them as their commercial capitals. It is therefore as yet a matter of doubt whether the plan of the Confederation as proposed in Quebec is likely to be adopted, and it is very doubtful whether it is to be regarded with favor by the United States. Confederation in one sense at least, will be the consolidation of a great power on our borders under the influence and government of a distant and jealous power, with which it seems to be our misfortune to have constantly recurring misunderstandings, and with whom we have always difficulty in preserving amicable relations. We have had several serious escapes from war arising out of the claims to boundary lines merely, which on land as on water have been drawn with a tight hand, and very unwillingly relaxed. If our commercial relations with these provinces can be retained by simple and straight forward legislation, it would seem very proper at once to make the attempt. Our trade with these maritime provinces is a lucrative and flourishing one both in its character and results. It furnishes money, employment and many articles of real necessity. The gas in the principle cities of the United States is manufactured out of Nova Scotia Coal, worked by American capital and American companies. The gypsum used in such large quantities to fertilize our Eastern soil comes from the same quarter. Lumber in large and important quantities is an export through the New Brunswick rivers, and is become a staple no longer to be overlooked. On the other hand, we furnish those provinces with many manufactures,

flour, coarse grains, furniture, books, hardware, and, to a corresponding extent, and with a profit well understood by the merchants of Boston and Portland, and which they know counts up to many millions of dollars per annum. Now by an act of Congress of very simple phraseology we could reciprocate with these provinces at once so that they would give the fisheries to our occupation as at present and at once settle that question, the really dangerous one of the hour.

We already perceive that vessels of war have been ordered to the fishing stations by the British Government, and a similar movement is announced on the part of our own. This means nothing more nor less than possible collision and war. It is useless to shut our eyes to the true danger before us.

It is there, and may be seen. And yet it may be averted by a very simple process. We understand that a prominent member of Congress, has for some time past had his attention directed to the subject, and indeed has been nearly ready to take the initiative in settling the question in the way suggested. We trust that he will not let the opportunity pass, for accomplishing so worthy a purpose. It would be an act of statesmanship which would redound to his credit, and the interest of the country, relieving the public mind of a large part of the apprehension which now rests upon it.

No matter what estimate either nation may place on the value of the fisheries themselves, or how well disposed the government might be on the main subject, it is in the personal outbreaks and violence of individuals we must look for the disturbances. Small at first, they soon grow large, and involve actual conflicts.

Now, it is the easiest thing in the world to arrange about these fisheries, by adjusting a list of articles at very moderate duties, of reciprocal character, and the maritime provinces would at once pass the necessary acts on their part, in consideration thereof. This would make the plan of confederation more unpopular than it even is, and probably render its consummation impracticable, although so distinctly seen to be an Imperial policy.

This trade with the maritime provinces naturally belongs to our convenient coasts, and it is more

advantageous to both parties than it possibly can be to those more distant, with less affinities for business. We may therefore get rid of this dangerous question, the fisheries, by an early movement in the direction and with the object indicated.

Pewabic Mining Company.

The annual report shows the product of Ingot Copper for the year 1865, was 1,731,418 pounds, exceeding that of the previous year by 301,561 pounds, and the average percentage was 72.5, being 4.18 per cent. less, owing to the larger amount of mass and barrel work. The profits on the past year's operations amount to \$43,336 85, and the surplus assets to \$78,992 98, being nearly equal to the actual assets of last year after deducting the loss on sales of copper below the estimated value, and expending \$32,578 50 in real estate and permanent improvements, and \$16,364 91 on conglomerate vein. The condition of the mine proper can be best judged from the product of the last six months. The average has been 120 tons mineral copper per month. Thus the reduction in profits arises from the high cost of labor and supplies from the summer of 1864 to 1865, when it had been possible it would have been more profitable to have stopped the work in all the mines of Lake Superior. The Directors close the report with expressing confidence that the mine will produce more copper than last year at a very material reduction in cost. The surface expenses will be light in comparison with the past, and the barren work on the conglomerate vein which has heretofore added so much to mining expense, will soon cease and become productive. The increase in size and richness of the Pewabic lode is another encouraging feature, as depth is attained—the quantity of copper obtained this year from a fathom of rock being 614 1/2 pounds, against 522 pounds the year previous, and 430 pounds for the year 1863.

South Carolina Railroad.

The annual meeting of the stockholders of this company was held in Charleston, on the 13th of February last, at which the Annual Report of the President and Directors, together with the Report of the General Superintendent, and the statements of the Auditor were presented. From this we learn that the income of the company from Jan. 1, to June 19, 1865, in Confederate Currency, was :

From passage.....	\$343,185 88
" freight.....	839,829 62
" mails, etc.....	4,209 61
	<hr/>
Current expenses.....	\$1,187,225 11
Sterling interest.....	50,000 00
Exp'ses paying coupons	1,694 17
Domestic interest.....	27,631 11
Damages.....	14,007 21
Tax on currency.....	18,200 00
	<hr/>
Net income transferred to surplus	
income.....	\$526,584 99

From the 19th of June to the 31st of December, 1865, the income in Federal Currency, was :

From passage.....	\$122,373 58
" freight.....	288,766 46
" incidental.....	2,617 15
	<hr/>
Current expenses.....	\$413,757 19

Sterling interest.....	50,000 00
Domestic interest.....	27,619 28
Damages.....	4,557 41
	<hr/>
Net income.....	\$196,985 00

The results of the operations of the road for the whole year is as follows:

Current expenses.....	\$683,703 13
Sterling interest.....	101,694 17
Domestic interest.....	55,250 39
Damages, etc.....	36,764 62
Restoration of property.....	335,781 18
Lands: Right of way.....	175 00
Cars built at company's shops.....	6,800 00
Materials, etc., to arrive	\$92,396 15
Less materials recover'd	28,915 19
	<hr/>
	63,480 96
Loss of assets.....	\$8,612,945 57
Less sundry items carried to surplus income.....	339,962 05
	<hr/>
	8,272,983 52
Total income as above.....	\$4,556,632 97
	<hr/>
Increase in balance of indebtedness from \$315,580 57 to \$8,271,031 24	\$2,955,650 67

Loss of PROPERTY IN 1865.

Depots, machine shops, tools, etc.....	\$126,749 65
Estimated cost of restoring 79 miles of road, bridges, etc., and of collecting and recovering materials.....	541,361 00
111 negroes emancipated.....	190,972 85
Cars and locomotives.....	410,031 14
Materials and machinery.....	360,000 00
	<hr/>
Total loss of property.....	\$1,629,114 64

Reduced by balance to credit of surplus income account, after providing for loss of assets.....	313,095 80
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Balance of loss of property as given in property and debt account.....	\$1,316,018 84
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SURPLUS INCOME ACCOUNT.

Balance, December 31, 1864.....	\$3,059,494 33
Net income from Jan. 1, to June 19, 1865, transferred.....	526,584 99

Results of the transfers of the following accounts representing transactions in Confederate Currency:	
Arrears of dividend.....	\$369,827 75
Transient creditors.....	36,398 38
Pay rolls.....	7,978 07
	<hr/>
	\$414,204 20

Less transient debtors.....	74,242 15
	<hr/>
	339,962 05

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Loss of securities of C. S. A.....	\$735,260 74

P. O. Department.....	61,570 87
Transportation account.....	2,668,755 26

Open accounts.....	33,493 32
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Agents' balances.....	52,052 47
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Transient credits.....	\$827,988 41
Less transient debts.....	266,175 50
	<hr/>
	61,812 91

Loss of property in part.....	818,095 80
	<hr/>

\$3,926,041 37

The business operations of the year are necessary divided into two periods; the first commencing on the 1st of January, and closing in regular order at all points about the middle of February, during which time the Federal forces under Gen. Sherman passed through the State; the second commencing on the 19th of June, at which date military control was withdrawn, and the company authorized to resume possession of its property. During the interim from the middle of February to the 19th of June, no revenue was derived from the working of any portion of the road, except upon the upper end of the Augusta Branch; that portion lying between the 116th Mile and Augusta, Ga., having escaped injury. From the 116th to the 67th mile, a distance of 49 miles, the entire

track, the bridge across the Edisto River, culverts, depots, etc., were completely destroyed in February. On the Columbia Division in the same month from the 78th to the 92d mile, nearly everything shared the same fate. Thence to the Congaree River, 10 miles, about 2 miles of wood-work, 600 feet of trestling and a small portion of the rail, the depots and tanks were destroyed. From the southern bank of the river to Kingville, the bridge (470 feet in length,) and about 100 feet of trestling were burnt. At Kingville the hotel depots, agent's house, and about 8,000 feet of track were destroyed. Thence to 115th mile, the depot at Gadsden, tank, 8 or 10 cars, and about 300 feet of track were destroyed. From that point to Columbia everything was swept, including all the buildings in and near the city, excepting depot and agents' house at Hopkins', and the carpenters' house 2 miles below. On the Camden Division from Kingville to the west bank of the Wateree, no injury was inflicted except the burning of Clarkson's depot, the bridge over the Wateree, and about 300 feet of trestling. Upon the occupation of Camden, all the buildings, a few freight cars and about 150 feet of track. On the Charleston Division but slight injury was sustained. This portion of the road, together with that above Branchville towards Orangeburg was taken possession of shortly after the surrender of the city, and worked by the military authorities until the 19th of June, when the entire road was surrendered to the company.

On the 19th of April, about 18 locomotives and 147 cars which were at the time on the Camden Division north of the Wateree, were destroyed by the military expedition under Gen. Potter. His forces also destroyed 720 feet of the Wateree trestling, all the buildings at Middleton, Claremont and Boykins', and all the short trestling between the first point and Raftons Creek, also the materials prepared for the construction of a temporary bridge over the Wateree. Ten or twelve freight cars were also burnt near the Charlotte depot; and a number of freight cars and locomotives which were left in Columbia upon the evacuation of that place and at the Charlotte Junction, were either destroyed or materially injured.

Immediately upon being reinstated, the officers proceeded to contract for materials, and collect all the available labor within their reach for the reconstruction of the Columbia Division. Similar efforts were also made on the Augusta Division. Work was commenced on the former at the 79th mile on the 3d of July. On the 11th of October, Lewisville was reached. On the 14th the road was operated to Hopkins', and on the 16th of January, 1866, the City of Columbia was regained. On the Augusta Division work was commenced at the Edisto on the 15th October. Trains were run to Midway on the 5th, and Hamburg on the 13th of December, to Blackwell about the 1st of February, and to Augusta April 5, 1866.

Of the 14 miles on the south side of the Congaree, 5 miles were laid with new rail, 5 miles from sidings below Branchville, and 4 miles with straightened rail. The 15 miles next Columbia were re-ironed with rails removed from the Camden Branch. None but new rails have been laid on the Augusta Division, and if possible the same course is to be observed to completion. 4,326 tons of rails had been contracted for, sufficient to

cover 43 miles, of which 2,258 tons had been received, and 2,008 tons laid, viz: 400 tons on the Columbia, and 1,608 on the Augusta Divisions, requiring 4,086 tons for the following purposes: 950 tons to complete Augusta Division and replace defective rails on the same, 1,936 tons to replace defective rails on the Columbia and Charleston Divisions, and 1,200 tons to restore the connection with Camden.

The equipment of the road on the 19th of June, consisted of 4 locomotives, 5 passenger and baggage, and 36 freight cars. 7 locomotives and 38 cars were hired from time to time of the Charleston and Savannah Railroad Co. On the opening of the line to Adam's Cut on the 12th of October, 3 locomotives, 8 passenger, and 29 freight cars were added to the stock. Upon the opening of other portions of the road additional equipment was regained. Of the 44 locomotives now in possession of the company, 5 are in service above Charleston, 1 shifting in yard, 1 in road service, 2 running between Johnston and Augusta, 11 on Charlotte road, 19 awaiting and 5 undergoing repairs.

The company have also 15 1st class, 13 2d class, 28 box, 1 stock, and 25 platform cars. These are apportioned to the several divisions of the road.

The above details of the destruction and restoration of property is from the Report of the Superintendent. The statements concerning the financial condition of the company are from the Report of the Auditor. At the date of the Report of the President, February 7, 1866, the entire length of the Columbia road and the Hamburg Division, as far as Graham's 81 miles from Charleston were in operation. From so much of the roadway, and with limited transportation means, the gross earnings were \$413,737 19, and the operating expenses, \$216,772 19—leaving for general expenditures, \$196,985. With the funds obtained in this mode, and from sources more recently developed, the board have supplied the means of meeting expenditures; have provided rails for the entire portion destroyed; and hope to find no difficulty in obtaining from the same sources all that may be necessary in restoring the whole property to its original condition.

By reference to the annexed "Property and Debt Account," it will be seen that a very large portion of the debt has reached maturity, and must be provided for, viz: \$2,000,000 Foreign and \$234,000 Domestic Debt; and to these principal sums must be added large arrears of interest, say on the former \$362,166 97, and on the latter \$133,632 50.

In anticipation of the maturity of the Foreign Debt, application was made to the Legislature of the State for a renewal of the State's guarantee upon the new bonds they designed to recommend to the stockholders to offer to the bondholders in substitution of those past due and the accrued interest. An act was accordingly passed authorizing the endorsement of the State's guarantee. The agents in England of the Foreign bondholders have been notified of the passage of the act, and of the company's view of the best mode of arranging the debt. The plan at present contemplated is as follows:

1. To substitute new bonds for the old, due at the same time and same rate of interest, that is to

say at twenty years, and at the rate of five per cent. per annum.

2. To fund the accrued interest to Jan. 1, 1866, at same time and rate of interest as the principal of the debt.

3. To provide, by regular semi-annual payments, out of earnings, for the retirement of the entire sum at maturity.

The Domestic Debt, in the matter both of principal and accrued interest, the board propose to meet precisely as they expect to do with the Foreign. The arrangements, however, of the Domestic, will necessarily wait upon the conclusions of negotiations abroad.

PROPERTY AND DEBT ACCOUNTS, Dec. 31, 1865.

Capital stock, Dec. 31, 1860, 38,803
shares \$3,879,475 00
38,796 new shares at \$50 1,989,800 00

\$5,819,275 00

Bonds payable (\$3,071,000) viz:

Sterling: payable January, 1866 2,000,000 00

Domestic: past due \$234,000

" payable Jan. '68 101,000

" Oct. '68 86,000

" Apr. '69 100,000

" " 70 100,000

" " 71 100,000

" " 72 100,000

" " Jan. '73 125,000

" " " 74 125,000

1,071,000 00

Bills payable 44,822 30

Change notes 1,971 00

Coupons—sterling \$362,166 97

" domestic 133,632 50

495,799 47

Pay rolls 1,399 70

Transient creditors 167,484 95

Net income June 19, to Dec. 31, 1865 196,985 00

\$9,798,557 42

Cost of road, depots, etc., Dec. 31, '64 \$7,118,499 56

Deduct estimated cost of property destroyed in 1865 668,110 65

\$6,450,388 91

Real estate 428,879 43

Locomotives and cars 466,408 63

Machinery and tools 197,418 10

Supply of materials, etc. 71,307 90

Materials, etc., to arrive 21,088 25

Restoration of property 385,781 18

Bills receivable \$2,598 43

Bonds receivable 25,642 50

Cash 104,393 72

Agents 12,530 26

145,164 91

Stocks—steamship companies 17,527 50

" railroad companies 261,535 00

Open accounts 20,844 85

Transient debtors 66,694 42

Loss of property \$1,629,114 64

" assets 3,612,945 57

5,242,060 21

Less bal. of surplus income and net income

from Jan. 1, to June 19, 1865 3,926,041 37

1,316,018 84

\$9,798,557 42

President.—W. J. MAGRATH.

Directors.—James Rose, Alfred Huger, C. M. Furman, W. C. Dukes, John Caldwell, T. B. Clarkson, Henry Gourdin, G. A. Trenholm, W. J. Magrath, J. S. Preston, L. J. Patterson, B. H. Rice, C. T. Mitchell, A. Simonds, F. J. Moses.

General Superintendent.—H. T. PEAKE.

Auditor.—J. R. EMERY.

Quincy Mining Company.

The annual report shows that the product of the mine for 1865 was 2,721,880 lbs., or 1,361 tons of mineral of this product and the balance left over at the close of each year, 2,612,035 lbs., have been melted leaving 81.36 per cent. on 2,125,150 lbs. of ingot copper. The balance was wrecked on Lake Huron, and not being insured for its full value resulted in a loss to the company of about \$20,000. The value of the product, estimating the copper on hand and at the mine at 86 and 80 cents, gives gross earnings, \$708,077 87; expenses, \$634,571 94; profits of the year, \$68,505 93. The expenses were increased by the erection of sundry buildings amounting to \$22,981 83, and for exploring account \$35,484 65. The Directors state that the accounts do not make up as well as the previous report for 1864 would have led the stockholders to expect, as they then overestimated the value of copper on hand; a portion did not come forward until the opening of navigation, when from the cessation of the war the price of copper had reached its lowest point. The amount actually realized was \$44,030 20 less than their estimates, and reduced the assets from \$351,629 89 to \$307,597 69. Of this sum a dividend of \$8 per share, or \$160,000 was paid in February, 1865.

The assets now on hand, including stock in the Portage River Improvement Company, show a surplus in excess of all liabilities of over \$187,000. There is also on hand a special reserve fund of \$50,000—for the purpose of providing against loss by fire of stamp mill and other buildings.

From an analysis of the items in the statement of liabilities and assets, the Directors say it will readily appear that the surplus is all actively employed in the business of the company, and is not available for the payment of dividends, but that the mine, with all its appointments, is in excellent condition and gives promise of a large and continuing production of copper. Every effort is now being made to reduce expenditures to the lowest point consistent with thorough efficiency, and needs only a fair market price in proportion to its cost to be again a highly remunerative property.

Tapping the Lehigh.

We learn that the Philadelphia and Reading Railroad Company have despatched a corps of engineers to survey a route for a branch Railroad from a point near Barnesville, this County, via Wetherley, to connect with Pardee's Railroad in the Lehigh region, near Hazleton, for the purpose of delivering a portion of the trade via the Valley of the Schuylkill. We understand the route is favorable. This of course, is in opposition to the extension of the Lehigh and Mahanoy road through Schuylkill County to Mt. Carmel.

The Reading Railroad Company is also making a road into the Shamokin region in the vicinity of the Shamokin Valley and Pottsville Railroad, now controlled by the Pennsylvania Railroad.—*Pottsville Miners' Journal.*

☞ A meeting of the stockholders of the Indianapolis and Madison Railroad Company will be held at the office of the company, at Madison, Indiana, on the 25th day of April, to consider and determine upon a proposition to intersect, join and unite their railroad with the Jeffersonville Railroad, and to merge and consolidate the stock of said companies, making one Joint Stock Company of the said railroad companies.

☞ The Manassas Gap railroad company are taking steps to put the road under way as soon as possible.

☞ The friends of the Kent County Railroad held a meeting at Chestertown, Md., on the 18th inst. for the purpose of effecting an organization.

Allegheny Valley Railroad.

The extraordinary development of the oil region has done more for the completion of this work than any other influence in Western Pennsylvania. The terminus, so long at Kittanning, is now at Pine Creek, six miles further North, and when the bridge across that stream shall have been finished the road will be open to the mouth of Mahoning creek, a distance of fifty-five miles from Pittsburgh. From Mahoning to Oil City, seventy-five miles, the road is being pushed forward rapidly, thirty-miles being now under contract, with some work done, and contracts will soon be made for the remainder. This line traverses a region rich in mineral resources. The valley of the Allegheny has long been famous for its iron and coal, as it is now for its petroleum, and the road when finished cannot fail to do at once a large and remunerative business. As an adjunct to the trade of Pittsburgh it will be invaluable. It is likely to become one of the leading routes of the oil trade, as Pittsburgh is the emporium for the distribution of oil throughout the west. It will give an immediate impetus to the development of the oil regions, as well as the coal fields in the region adjacent to its route. It will also connect with the new route of the Atlantic and Great Western Railway eastward, and thus form an avenue of communication between Pittsburgh and the places lying along that line.—*Philadelphian American.*

The Commissioners of the Wicomico and Pocomoke Railroad Company give notice that the sum required in order to organize the company has been subscribed, and that a meeting of the stockholders will be held at Berlin, Worcester county, Md., on the 25th instant, for the purpose of electing twelve directors of said company.

The Welland Canal was opened for Navigation on the 17th inst.

Railroads of the State of New York.

Abstract of the Reports of the Railroad Corporations for the year ending September 30, 1865.—Prepared by ROBERT H. SHEARMAN, Esq., Deputy State Engineer and Surveyor.

STOCK AND DEBTS.

Roads operated by Steam:

Capital stock by Charter and acts of the Legislature	\$84,816,200 00
Capital stock subscribed for	96,436,661 61
Capital stock paid in	96,040,187 24
Funded debt	68,804,975 81
Floating debt	5,860,834 49
Total funded and floating debt	74,165,610 22

Roads operated by Horse Power:

Capital stock by Charter and acts of the Legislature	\$18,731,000 00
Capital stock subscribed for	13,658,850 00
Funded debt	5,974,604 93
Floating debt	576,845 49
Total funded and floating debt	6,551,450 42

COST OF CONSTRUCTION AND EQUIPMENT.

Graduation and masonry	\$41,828,097 86
Bridges	2,326,997 36
Superstructure, including iron	22,940,735 65
Passenger and freight stations, buildings and fixtures	4,375,602 27
Engine and car houses, machine shops, machinery and fixtures	1,972,013 38
Land, land damages and fences	12,687,173 37
Locomotives and fixtures and snow plows	6,305,509 72
Passenger and baggage cars	2,852,815 83
Freight and other cars	5,358,684 94
Engineering and agencies, &c.	8,462,812 44

Total cost of construction and equipment of roads using steam power	\$156,863,203 32
Total cost of construction and equipment of roads using horse power	\$19,591,184 98

CHARACTERISTICS.

Roads operated with Steam:

Length of roads in miles	3,089 84
Length of roads laid	2,615 15
Length of double track, including sidings	1,163 84
Length of branches laid	497 83
Length of double track on same	21 43
Length of equivalent single track	4,298 25
Number of engine houses & shops	166
Number of engines	962
Number of first class passenger cars	820
Number of second class cars	181
Number of baggage, mail and express cars	292
Number of freight cars	15,284

Roads operated with Horse Power:

Length of roads in miles	256 05
Length of roads laid	166 24
Length of double track, including sidings	123 64
Length of branches laid	3.16
Length of double track on same	.25
Number of houses and shops	22
Number of cars	959

BUSINESS OF THE YEAR.

ROADS OPERATED WITH STEAM.

Passenger Business:

Miles run by passenger trains	7,978,889
Passengers, all classes, carried in cars	16,215,427
Miles traveled by passengers, or number of passengers carried one mile	731,922,250
Average rate of speed of ordinary passenger trains, including stops	20.57
Average rate of same when in motion	25.43
Average rate of speed of express passenger trains, including stops	26.25
Average rate of same when in motion	30.44
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	84.77

Freight Transportation:

Miles run by freight trains	11,482,788
Number of tons carried in freight trains	7,388,852
Total movement of freight, or number of tons carried one mile	866,647,450
Average rate of speed of freight trains, including stops	11.62
Average rate of same when in motion	14.86
Average weight, in tons, of freight trains, exclusive of freight	151.10

Classification of Freight:

Products of the forest	Tons.
Products of animals	527,299
Vegetable food	1,345,361
Other agricultural products	1,220,500
Manufactures	392,037
Merchandise	732,661
Other articles	1,146,286

ROADS OPERATED WITH HORSE POWER.

Number of miles run by passenger cars	18,419,989
Number of passengers, all classes, carried in cars	107,349,507

COST OF MAINTENANCE OF ROAD.

Repairs of road bed and way, exclusive of iron	\$2,156,777 82
Cost of iron for repairs	1,576,514 74
Repairs of buildings	441,181 26
Repairs of fences and gates	56,644 21
Taxes on real estate	627,112 74

\$4,858,230 77

Allotted to Freight Transportation:

Repairs of road bed and way, exclusive of iron	\$3,097,875 21
Cost of iron for repairs	2,345,003 22
Repairs of buildings	821,534 19
Repairs of fences and gates	87,733 09
Taxes on real estate	856,097 14

\$7,209,052 85

Allotted to passenger transportation	\$4,858,230 77
Allotted to freight transportation	7,209,052 85

Other costs not allotted

\$807,560 55

Total cost of maintenance of road-way

\$12,874,844 17

Roads operated with horse power.

\$282,351 41

COST OF REPAIRS OF MACHINERY.

Repairs of engines	\$1,818,080 86
Repairs of cars	1,309,890 81
Repairs of tools, &c.	165,103 97
Incidental expenses, oil, fuel, &c.	117,859 64

\$2,909,935 28

Allotted to Freight Transportation:

Repairs of engines	\$1,914,157 74
Repairs of cars	2,184,870 86
Repairs of tools, &c.	259,522 98
Incidental expenses, oil, fuel, &c.	178,947 68

\$4,487,499 20

Allotted to passenger transportation

\$2,909,935 28

Allotted to freight transportation

4,487,499 20

Other costs not allotted

549,116 46

Total cost repairs of machinery

\$7,946,550 94

Roads operated with horse power.

\$116,943 25

COST OF OPERATING THE ROADS.

Office expenses, stationery, &c.	\$159,749 64
Agents and clerks	512,740 70
Labor, loading and unloading freight	54,228 61
Attendance of porters, watchmen and switchmen	355,160 24
Wood and water station attendance	93,421 68
Conductors, baggagemen & brakemen	608,879 15
Enginemen and firemen	524,476 24
Fuel, cost and labor in preparing for use	2,060,624 14
Oil and waste for engines & tenders	267,161 95
Oil and waste for cars	70,345 45
Loss and damage of goods and baggage	18,938 34
Damages for injuries to persons	141,984 16
Damages for property and for cattle killed	18,188 01
General superintendence	131,627 48
Contingencies	675,347 37

\$5,692,813 11

Allotted to Freight Transportation:

Office expenses, stationery, &c.	\$206,047 94
Agents and clerks	883,851 77
Labor, loading & unloading freight	1,376,713 07
Attendance of porters, watchmen and switchmen	462,628 14
Wood and water station attendance	102,869 40
Conductors, baggagemen & brakemen	843,209 66
Enginemen and firemen	956,179 85
Fuel, cost and labor in preparing for use	2,927,240 86
Oil and waste for engines & tenders	354,738 78
Oil and waste for cars	113,861 21
Loss and damage of goods and baggage	288,340 68
Damages for injuries to persons	23,874 57
Damages for property and for cattle killed	30,081 95
General superintendence	182,968 14
Contingencies	753,111 21

\$9,450,667 18

Allotted to passenger transportation	\$5,692,813	11
Allotted to freight transportation	9,450,667	18
Other costs not allotted	229,484	89

Total cost of operating roads	\$15,372,965	18
Roads operated by horse power	\$8,152,915	17

EARNINGS AND PAYMENTS.

EARNINGS.

Roads operated with Steam:	
From passenger business	\$18,586,929
From freight business	28,186,932
From other sources	1,869,103

Total earnings	\$48,642,966	20
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Roads operated with Horse Power:

From passenger business	\$5,694,943	38
From other sources	253,714	11

Total earnings	\$5,948,657	49
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads operated with Steam:	
For transportation expenses	\$38,960,017
For interest	4,719,913
For dividends on stock	4,907,497
Amount carried to surplus fund	155,000

Total payments	\$48,742,428	46
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ACCIDENTS.

Roads operated with Steam:	
Number of passengers killed	24
Number of passengers injured	167
Number of employees killed	92
Number of employees injured	65
Number of others killed	111
Number of others injured	40
Total number killed	227
Total number injured	272

Roads operated with Horse Power:	
Number of passengers killed	8
Number of passengers injured	26
Number of employees killed	1
Number of employees injured	1
Number of others killed	21
Number of others injured	35
Total number killed	30
Total number injured	62

DEDUCTION FROM THE FOREGOING RESULTS.	
If we exclude the city roads, we have as follows:	
Average number of miles traveled by each passenger	45.18
Average number of passengers in each train	91.78
Average number of miles each ton of freight was transported	117.29
Average number of tons in each freight train	75.47
Aggregate movement of passenger trains is equivalent to passing over the road	3,051 times.
Aggregate movement of freight trains is equivalent to passing over the road	4,391 times.
Average number of trains passing daily over the road, about	20 1/3
Average cost, per mile of road, for maintaining roadway	\$4,923
Average cost, per mile of road, for repairs of machinery	3,038
Average cost, per mile of road, for operating road	5,878
Average cost, per mile of single track, for maintaining roadway	2,995
Average cost, per mile of single track, for repairs of machinery	1,848
Average cost, per mile of single track, for operating road	8,576

Average sum received for carrying one passenger one mile	2.54 cents.
Average sum received for transporting one ton of freight one mile	3.25 cents.
Average number of miles of travel for each passenger killed	30,496,760
Average number of miles of travel for each passenger either killed or injured	3,832,054
Average number of passengers carried for each one killed	675,643
Average expense is 78.59 pr. ct. of all the earnings.	

Commerce of New York.

The comparative value of foreign goods entered at the port of New York, and of foreign goods actually marketed for the eight months of the current fiscal year are as follows:

	1864-'65.	1865-'66.
Total entries	\$100,868,426	\$202,216,408
Total marketed	92,585,285	188,406,653
Customs paid	33,496,887	89,523,076

Average duty..... 36 3/8 per ct. 47 5/8 per ct.
In addition to the above there was entered during the eight months, foreign gold and silver of the value of \$1,316,851, as against \$997,580 in 1865.

The following shows the imports at New York for the eight months ending with February of the fiscal year:

	1865.	1866.
January 1	\$79,767,221	\$142,830,367
In January	10,620,117	30,109,830
In February	11,473,668	30,692,557

Total eight months..... \$101,861,006 \$203,532,754

The amount paid for customs duties compares thus:

	1865.	1866.
January 1	\$24,473,902	73 \$65,077,328
In January	4,231,737	47 12,437,474
In February	4,791,247	10 12,008,273

Total eight months..... \$83,496,887 30 \$89,523,076 77

The exports, exclusive of specie, for the eight months ending with February, have been as follows:

	1865.	1866.
January 1	\$131,946,100	\$107,699,914
In January	16,561,598	20,108,207
In February	15,750,807	17,195,507

Total eight months..... \$164,258,505 \$145,003,628

Specie..... 25,881,554 16,601,290

Total..... \$189,439,059 \$161,604,918

The exports of all descriptions for the eight months of the fiscal year are:

	1864-'65.	1865-'66.
Domestic produce	\$147,535,193	\$142,651,804
Foreign re-exports	16,012,312	2,351,824
Specie	15,881,554	16,601,290

Total..... \$189,439,059 \$161,604,918

Average price of gold 232 per ct. 143 per ct.

The Anthracite Consumers' Railroad.

We find the following letter published in the Philadelphia *Press* of 12th inst.:

Harrisburg, April 11.—It is understood that a corps of engineers will commence surveys for the route of the Anthracite railroad within a few days, the southern terminal point being on the Delaware river below the city. The stock-books will be opened within a month in the cities of New York, Boston and Philadelphia; and the managers of the enterprise claim to have secured the aid of such financial parties as will insure the building of the main line of road from the Schuylkill coal-fields to the Delaware, as well as a branch road for the direct trade between Schuylkill County

and New York. This branch road will also form part of a new through route connecting the Philadelphia and Erie railroad with New York city.

Interest and Dividends.

The Cleveland and Toledo Railroad Company have declared a semi-annual dividend of eight per cent., payable less U. S. tax on the 15th inst., at the office of Wells, Fargo & Co., 84 Broadway.

The Cincinnati, Hamilton and Dayton Railroad Company have declared a semi-annual dividend of four per cent., payable at the Bank of America, April 20th.

The Baltimore and Ohio Railroad Company has declared a dividend of 4 per cent. on the stock of the Main stem, payable on and after the 30th inst. Also, a dividend of 5 per cent. on the stock of the Washington Branch for the half year ending 31st March last, payable on and after the 16th inst. United States tax paid by the company.

The Dubuque and Sioux City Railroad Company have declared a scrip dividend on the preferred stock of 7 per cent. out of the earnings of the year 1865.

Sand Patch Tunnel.

We learn that the miners working in the middle section of the Sand Patch Tunnel, on the Pittsburgh and Connellsville Railroad have met, thus piercing once more the great mountain barrier between the Ohio valley and the seaboard. The Sand Patch Tunnel is four thousand seven hundred and fifty feet long, or one thousand feet longer than the Allegheny Mountain Tunnel of the Pennsylvania Railroad. It was commenced some ten years ago, is to accommodate a double track of rails all through, being twenty-two feet wide, and nineteen feet high. The greater portion of it goes through solid red sandstone, not requiring any brick-arching for that distance. The grade of the tunnel is twenty-two hundred feet above the level of the sea, or fifteen hundred feet higher than low water mark of the Ohio river at Pittsburgh. Mr. Sigismund Loew, the engineer of the Connellsville Railroad Co., informs us that it will take six months more with the force now employed, to finish the tunnel in ample time for the completion of the whole road from Cumberland to Connellsville, should that distance be put under construction this Spring.—*Pittsburg Chronicle*.

The City Passenger Railway Company, Baltimore, has paid to the city Register on account of the Park Fund \$15,197 65, being one-fifth of the gross receipts of that company less the Government tax, for the quarter ending March 30th—making the total received from that company since April 1, 1865, \$87,934 77.

The York Passenger Railway Company has also paid on account of the same fund for the quarter ending March 31, \$342 42.

The Commissioners of the Covington and Ohio Railroad will meet at Baltimore on the 1st day of May next, to pass upon such proposals for the construction of that road as may be presented by responsible parties. Pamphlets, furnishing all necessary information in reference to this work, may be procured on application to the Commissioners.

The Railway Department of the Russian Ministry of Public Ways require tenders for 13,362 tons of rails and fastenings for the Orel-Koursk Railway. The contract is of especial interest to the English ironmasters, as giving evidence of the increasing business springing up between England and Russia.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.				COPPER STOCKS.				IRON, COAL, ETC., STOCKS.				GOLD, SILVER, ETC., STOCKS.			
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.
COPPER				COPPER				IRON				GOLD, SILVER, AND QUICKSILVER			
Acton	Ca. 200,000	5	100	Jefferson	L. S.	20,000	-	Copake	N. Y.	50,000	50	Atina (G.)	Col.	50,000	10
Acton Vale	Ca. 50,000	5	5c	Keweenaw	"	20,000	-	East River	"	6,000	50	Acadia (G.)	N. S.	100,000	3
Adventure	L. S. 20,000	-	20	Kickapoo	"	20,000	1	George's C'k C. & I. M'd.	10,000	100	-	Albion (G.)	"	100,000	3
Albany and Boston	" 20,000	-	14	King Phillip	"	20,000	2	Harewood	-	20,000	5	Alpine (G.)	Col.	150,000	10
Algoma	" 20,000	-	2	Knowlton	"	20,000	1	Kahntadim	Me.	3,000	100	Alps (G.)	"	200,000	5
Alliance	Ca. 200,000	24	25c	Lafayette	Ca.	200,000	1	Lake Superior	L. S.	20,000	25	American	"	200,000	2
Allouez	L. S. 20,000	-	1	Lake	"	200,000	1	Massachusetts	"	25,000	1	Am. & Mex. (S.)	N. M.	-	-
American	Ca. 200,000	24	14	Lawrence	L. S.	20,000	-	Mount Pleasant	Pa.	10,000	50	Am. Pioneer	A. T.	-	-
Amygdaloid	L. S. 20,000	-	25	Lennoxville	Ca.	100,000	5	Teal Lake	L. S.	-	-	Arizona (Silver.)	"	-	-
Annapolis	Md. 50,000	10	-	Logan	"	200,000	3	Tyson	"	20,000	10	Atlantic (G.)	N. S.	100,000	2
Arzcha	Ariz. T. 10,000	100	-	Lyster	"	200,000	2	LEAD AND ZINC		-	-	At. & Pac. (G. & S.)	Ne.	50,000	10
Ascot	Ca. 20,000	20	-	Madison	L. S.	20,000	1	Amenia	N. Y.	100,000	5	Bay State (G.)	Col.	200,000	5
Astor	L. S. 20,000	-	1	Malden	"	20,000	1	Bucks County	Pa.	-	-	Beacon (G.)	N. S.	200,000	2
Atlas	" 20,000	-	1	Mandan	"	20,000	24	Canada	Ca.	50,000	5	Benton (G.)	Col.	100,000	5
Atzec	" 20,000	-	8	Manhattan	"	20,000	24	Cline	"	-	-	Black Hawk (G.)	"	50,000	100
Balt. and N. C.	N. C. 22,000	5	25c	Marquette	"	20,000	-	Crystal Lake	"	-	-	Boston (G.)	"	10,000	50
Bare Hill	" "	-	-	Maryland	Md.	-	5	Erie	"	-	-	Briggs (G.)	"	10,000	100
Bay State	L. S. 20,000	34	11	Mass	L. S.	20,000	-	Gay's River	"	100,000	2	Bullion (G.)	"	200,000	25
Beaver	" 20,000	1	-	Massachusetts	"	20,000	-	Keystone	Pa.	-	-	Burnrough (G.)	"	100,000	10
Bedford	Ca. 125,000	5	50c	Mendota	"	20,000	-	Lancaster	"	-	-	Canadian (G.)	"	200,000	2
Black River	" 200,000	24	10c	Merrimac	"	20,000	-	Macomb	N. Y.	100,000	5	Central (G.)	Col.	50,000	20
Bohemian	L. S. 20,000	-	75	Meteor	"	20,000	-	Mineral Point	N. Y.	100,000	5	Chaudiere (G.)	"	100,000	5
Bolton	Ca. 20,000	5	1	Meenard	"	20,000	54	Mount Hope	N. Y.	80,000	5	Chebucto	N. S.	100,000	5
Boston	L. S. 20,000	-	1	Michigan	"	20,000	-	National	"	200,000	1	Colonial (G.)	Ca.	100,000	5
B. and Corinth	Vt. 20,000	10	-	Middiesex	"	20,000	-	New Jersey	N. J.	12,000	100	Colorado (G.)	Col.	50,000	10
Brooklyn	L. S. 20,000	-	2	Mineral Hill	"	-	15	N. Y. & Boston	N. Y.	100,000	5	Consol. Gregy (G.)	Col.	50,000	100
Brome	Ca. 100,000	5	-	Minnesota	L. S.	20,000	34	Oswegatchie	Ca.	100,000	5	Copalinische (G.)	"	200,000	20
Cabot	L. S. 20,000	-	1	Mississiquol	Ca.	150,000	2	Placentia Bay	N. F.	-	-	Corisannie (G.)	"	100,000	10
Caledonia	" 20,000	-	6	Montezuma	N. Mex.	300,000	5	Ramsay	Ca.	20,000	25	Corydon (G.)	"	100,000	26
Cambridge	" 20,000	-	15c	Morrison	L. S.	20,000	-	Rosie	"	100,000	5	Day & Bushnell (G.)	Col.	300,000	10
Canada	Vt. 100,000	4	90c	Nashua	"	20,000	-	Shawangunk	N. Y.	100,000	5	Denver (G.)	Ca.	50,000	20
Carp Lake	L. S. 20,000	-	15	National	"	20,000	54	Sussex	N. J.	-	-	Dorset (G.)	"	170,000	5
Cascade	" 20,000	-	-	Native	"	20,000	1	Union	"	100,000	5	El Dorado (G.)	Ne.	100,000	5
Central	" 20,000	-	40	Naumkeag	"	20,000	1	Walkill	N. Y.	-	-	Empire (S.)	"	-	-
Champlain	Ca. 200,000	14	15c	Nelson	Ca.	200,000	1	COAL & ANTHRACITE		-	-	Empress (S.)	"	-	-
Chatham	" 200,000	2	-	Nequaket	L. S.	20,000	1	American	Pa.	37,500	25	Euureka (G.)	Cal.	60	-
Chandiere	" 100,000	1	-	Nevada (Silver.)	"	20,000	2	Ashburton	"	50,000	50	Excelsior (G.)	Col.	30,000	10
Chester	" 200,000	1	-	New England	"	20,000	2	Atlantic & G. C.	Md.	-	-	Frankfort (G.)	"	100,000	2
Cheticamp	" 30,000	5	14	Newton	Ca.	200,000	1	Baltimore	"	-	-	Garrison's (G.)	Col.	100,000	5
Chippewa	L. S. 20,000	-	-	New York	L. S.	20,000	-	Bear Valley	"	40,000	124	Gilbert River (G.)	Col.	100,000	5
Cleveland	Ca. 100,000	5	-	North Cliff	L. S.	20,000	4	Beaver Meadow	Pa.	100,000	50	Gilpin (G.)	Col.	100,000	5
Cliff	L. S. 20,000	-	-	North State	"	20,000	3	Belmont	"	10,000	50	Gold	"	100,000	10
Clifton	" 20,000	-	1	North Sutton	Ca.	100,000	5	Big Mountain	Pa.	-	-	Gold Field	"	60,000	10
Collin	" 20,000	-	-	North Western	L. S.	20,000	74	Blackhall	N. S.	8,000	25	Gold Hill	"	60,000	10
Consolidated	" 20,000	-	5c	Norwich	"	20,000	-	Bridgeport	Pa.	30,000	50	Gold River	"	100,000	3
Copper Falls	" 20,000	-	24	Ogima	"	20,000	-	Butler	"	30,000	10	Gould & Curry (G. S.)	N.	300,000	10
Copper Harbor	" 20,000	-	1	Ontonagon	"	20,000	-	Cape Briton	N. S.	200,000	24	Gunnell (G.)	Col.	500,000	5
Copper Hill	" 200,000	1	15c	Ottawa	Us.	200,000	1	Carbondale	Pa.	-	-	Halifax (G.)	N. S.	200,000	2
Copperas Hill	" 50,000	10	-	Pacific	L. S.	20,000	-	Central	"	-	-	Holman (G.)	Col.	150,000	2
Cornwall	Vt. 100,000	2	-	Pennsylvania	"	20,000	25	Clinton	"	-	-	Hope (G.)	"	80,000	25
Dacotah	L. S. 20,000	-	34	Pewabic	"	20,000	24	Coal Brook	"	4,000	50	Isabella (G.)	Col.	100,000	5
Dana	" 20,000	-	14	Philia & Boston	"	20,000	15	Cumberland (pref.)	Md.	50,000	100	Kennebeek (G.)	Col.	100,000	5
Deep River	N. C. 20,000	5	15c	Phoenix	"	20,000	-	Cumberland (pref.)	Md.	50,000	100	Kent (G.)	N. S.	200,000	1
Delaware	L. S. 20,000	-	1	Pittsburg & Boston	"	20,000	-	East Mahanoy	Pa.	-	-	Lake (G.)	"	12,000	50
Derby	" 20,000	-	1	Pontiac	"	20,000	-	Everhart	"	20,000	25	Libertad (G. & S.)	Mex.	-	-
Devon	" 20,000	-	6	Ridge	L. S.	20,000	5	Franklin	Pa.	5,000	100	Manhattan (G.)	Col.	100,000	10
Dorchester	" 20,000	-	7	Ridge	"	20,000	-	Fulton	"	60,000	5	Mariposa (G.)	Col.	100,000	100
Douglas	" 20,000	-	34	Rockland	"	20,000	5	Gilbertson	"	5,000	100	Massachusetts (G.)	Ca.	500,000	5
Dover	Ca. 200,000	1	75c	Roscoe	Ca.	200,000	1	George's Creek	Pa.	10,000	-	Montague (G.)	N. S.	50,000	10
Dudley	L. S. 20,000	-	25c	Rudisell	"	20,000	10	Grand Tunnel	"	4,000	100	Montana (G.)	"	100,000	5
Dunham	Ca. 200,000	2	-	St. Clair	L. S.	20,000	3	Green Mountain	Pa.	-	-	Montezuma (G. & S.)	N.	100,000	5
Durham	" 200,000	5	-	St. Flavien	Ca.	100,000	5	Hampton & Balt.	Md.	-	-	Mt. Alpine (G.)	Col.	250,000	55
Eagle River	L. S. 20,000	-	34	St. Francis	Ca.	100,000	5	Metropolitan	"	32,300	50	Mt. Vista (G. & S.)	Ne.	50,000	10
El Dorado (Silver.)	" 20,000	-	20	St. Mary's (L. & M.)	LS.	20,000	-	Henry Clay	"	3,000	100	New England (G.)	Col.	50,000	5
Eskot	Ca. 25,000	20	-	Salem	"	20,000	-	Fulton	"	6,000	100	New Gregory (G.)	"	50,000	10
Essex	200,000	-	14	Sharon Consol.	"	20,000	-	International	N. S.	20,000	50	New York (S.)	"	100,000	10
Etna	L. S. 20,000	-	14	Sheldon	"	20,000	1	Lawrence	Pa.	2,000	100	Montague (G.)	N. S.	50,000	10
Eureka	" 20,000	-	5c	Silver Creek	"	20,000	-	Locust Mountain	"	-	-	Nov. 1. (N. S. G.)	N. S.	100,000	5
Everett	" 20,000	-	12	Silver Hill	"	20,000	-	Lottery	"	4,000	100	Nova Scotia (S.)	"	100,000	2
Evergreen Bluff	" 20,000	-	18	Silver Lake	"	20,000	-	Macan	"	2,000	100	Oldham (G.)	"	100,000	2
Flint Steel	" 20,000	-	3	Silver Valley	"	20,000	-	Mahanoy	"	1,000	20	Otate (S.)	Mex.	-	-
Forest City	" 20,000	-	1	Southampton	Ca.	100,000	5	Metropolitan	"	100	-	Painia (S.)	"	-	-
Forest Shepherd	" 20,000	-	6	South Bedford	"	200,000	2	Middle Coal Fields	"	-	-	Peek (G.)	N. S.	100,000	5
Franklin	L. S. 20,000	-	6	South Side	L. S.	20,000	3	Milford	"	2,500	50	Peninsular (S.)	L. Cal.	100,000	100
French Creek	Pa. 100,000	5	14	Springfield	Md.	-	5	Mill Creek	Pa.	-	-	Picachue (S.)	A. T.	50,000	50
Gardner City	L. S. 20,000	-	5	Stadecons	Ca.	100,000	5	Mulgrave	"	2,000	-	Pontiac (G.)	Col.	50,000	20
Gardner Hill	" 20,000	-	5	Star	L. S.	20,000	74	Narragansett	R. I.	8,000	10	Prince Albert (G.)	Ca.	100,000	2
Girard	" 20,000	-	6	Stark	Vt.	100,000	2	Port Hood	"	4,000	50	Quartz Hill (G.)	Col.	40,000	25
Glade	" 20,000	1	10c	Stratford	L. S.	30,000	10	Potomac	Md.	40,000	10	Ridgeway	N. S.	100,000	5
Glenoee	Ca. 200,000	1	10c	Superior	L. S.	20,000	4	Powell	Pa.	-	-	Renfrew (G.)	Cal.	120,000	24
Globe	L. S. 20,000	-	1	Sussex	"	20,000	5	Preston	"	100,000	50	Riviere du Loup (G.)	"	20,000	10
Grand Portage	" 20,000	-	40	Toltec	L. S.	20,000	20	Princess Alex.	N. S.	5,000	100	Rocky Mt. (G.)	Col.	120,000	24
Grand Trunk	Ca. 100,000	5	12c	Union (L. & M.)	"	20,000	5*	Picton	Pa.	4,000	100	Sacramento (S.)	Ne.	-	-
Great Western	L. S. 20,000	-	2	Vernon	"	20,000	10	Pine Knot	Pa.	4,000	50	San Antonio (S.)	A. T.	60,000	50
Green Mountain	Vt. 20,000	10	4c	Victoria	L. S.	20,000	14	Port Hood	"	4,000	100	Santa Clara (Q.)	Cal.	-	-
Guilford	L. S. 20,000	-	5	Wickford	L. S.	20,000	4	Potomac	Md.	40,000	10	Santa Rita	Ariz. T.	-	-
Hamilton	" 20,000	-	21	Sussex	"	20,000	5	Powell	Pa.	-	-	Sherbrooke (G.)	N. S.	100,000	10
Hancock	" 20,000	-	14	Tunbridge	Ca.	100,000	5	Preston	"	-	-	Sierra Nevada (G.)	Col.	-	-
Hartford	" 20,000	-	12	Union (L. & M.)	"	20,000	1	Princess Alex.	N. S.	5,000	100	Southam (G.)	N. S.	100,000	10
Hazzard	" 20,000	-	7	Vernon	"	20,000	5*	Picton	Pa.	5,					

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. R.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Length, m.	Completed, m.	In progress or projected	Equipment, Cars.	Companies.		Cost of Road and Equipment.	Share Capital Paid In.	Bounded Debt.	Floating Debt.	Gross.	Nett.	Dividends on paid capital.	Par Value.	Market Price.
					Horses.	Horses.									
30 Nov. '64	3.36	3.09	—	MASSACHUSETTS.	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '64	4.52	—	179 28	Boston and Chelsea.	110,000	110,000	—	—	—	—	8,800	7,409	6	—	27
30 Nov. '64	27.43	—	—	Broadway, Boston.	256,257	250,000	26,482	129,615	15,886	8	—	—	—	—	434
30 Nov. '64	7.5	—	—	Cambridge	754,671	727,800	150,000	94	(Union Co.)	9	—	—	—	—	914
30 Nov. '64	1.41	—	—	Dedham and West Roxbury	41,000	—	—	—	—	—	—	—	—	—	48
30 Nov. '64	2.80	—	28 6	Dorchester and Roxbury	18,742	12,000	—	6,600	(Metropol'ln)	6	—	—	—	—	48
30 Nov. '64	11.75	—	200 31	Lowell (Horse).	43,894	40,129	—	3,590	11,062	766	—	—	—	—	434
30 Nov. '64	3.41	—	—	Lynn and Boston.	254,611	200,000	50,000	18,165	129,927	12,197	8	—	—	—	60
30 Nov. '64	2.97	—	—	Malden and Melrose.	60,246	200,000	78,100	66 222	20,807	—	—	—	—	254	
30 Nov. '64	81.85	—	841 140	Medford and Charlestown.	35,000	23,000	11,000	—	(Middlesex)	50	—	—	—	—	46
30 Nov. '64	6.84	—	288 41	Metropolitan (Boston).	1,420,141	1,176,075	—	218,487	580,043	49,981	6	—	—	—	404
30 Nov. '64	5.69	—	75 9	Middlesex (Boston).	48,945	40,000	31,000	104,617	170,235	—	3	—	—	—	404
30 Nov. '64	6.75	—	66 15	Quincy.	125,243	71,000	55,533	31,533	28,510	1,386	—	—	—	—	25
30 Nov. '64	2.68	—	—	Salem & South Danvers.	173,980	150,000	—	25,800	37,017	—	—	—	—	—	25
30 Nov. '64	2.50	—	10 2	Somerville.	50,000	50,000	—	—	(Middlesex)	5	—	—	—	—	25
30 Nov. '64	6.74	—	—	Stoneham street (Boston).	35,300	32,900	—	—	7,454	—	—	—	—	—	25
30 Nov. '64	6.00	—	70 —	Suburban.	95,500	5,000	—	—	(Middlesex)	—	—	—	—	—	25
30 Nov. '64	411 68	—	—	Suffolk (Boston).	(Sold to Metro.	Aug. 1, '64)	20,000	144,616	278,428	—	—	—	—	—	884
30 Nov. '64	1.53	—	—	Union (Transportation).	241,441	180,000	—	—	(Lead sed.)	6	—	—	—	—	47
30 Nov. '64	2.25	—	—	West Cambridge.	18,000	18,000	—	939	21,389	—	—	—	—	—	—
30 Nov. '64	11.60	—	59 8	Winnisimmet.	62,154	60,000	—	53,668	26,463	—	—	—	—	—	—
30 Nov. '64	—	—	—	Worcester.	98,657	75,000	—	—	—	—	—	—	—	—	—
31 Jan. '64	3.0	3.0	45 7	CONNECTICUT.	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	8.5	—	11 3	Fairhaven and Westville.	100,000	100,000	—	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	Hartford and Wethersfield.	300,000	300,000	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.76	—	32 28	NEW YORK.	237,189	200,000	27,500	5,782	67,594	18,886	6	100	110	—	—
30 Sep. '64	14.33	—	78 —	Broadway (Brooklyn).	3,295,245	2,100,000	18,000	75,000	96,551	18,965	—	100	69	—	—
30 Sep. '64	7.00	2.30	— 10	Broadway & 7th Ave., N. Y.	2,295,245	2,100,000	18,000	44,000	15,831	2,942	—	—	—	—	—
30 Sep. '64	24.00	—	48 —	Brooklyn, Bath & Coney Is'd.	897,946	492,150	400,000	55,291	173,827	3,666	9	100	130	—	—
30 Sep. '64	56.18	1.20	— 140	Brooklyn City.	1,330,717	1,000,000	170,000	15,000	694,333	77,142	84	—	—	—	—
30 Sep. '64	11.75	4.00	— 28	Brooklyn City and Newtown.	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—	—	—
30 Sep. '64	0.69	0.41	—	Brooklyn City & Ridgewood.	161,137	140,500	20,000	4,637	—	—	—	—	—	—	—
30 Sep. '64	18.00	—	—	Brooklyn City & Rockaway.	—	12,000	—	700	—	—	—	—	—	—	—
30 Sep. '64	25.00	—	—	Brooklyn, E. N. Y. & R'kwy.	90,000	50,000	25,000	15,000	—	—	—	—	—	—	—
30 Sep. '64	23.00	—	—	Buffalo Street.	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	Canarsie, Brooklyn & Winfield.	33,500	15,000	18,500	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	99 99	Central City (Syracuse).	129,302	72,350	55,000	—	327,713	30,400	100	—	—	—	—
30 Sep. '64	17.25	—	32 —	Centr'l Pk. N. & E. Riv. (N. Y.)	1,330,302	72,350	55,000	—	—	—	—	—	—	—	—
30 Sep. '64	6.00	—	—	Coney Island and Brooklyn.	603,889	500,000	113,000	—	100,458	9,148	—	—	—	—	—
30 Sep. '64	—	—	—	East & North River (N. Y.).	650	650	—	—	—	—	—	—	—	—	—
30 Sep. '64	18.50	1.00	— 101	Eighth Avenue (N. Y.).	1,161,162	1,000,000	46,000	5,000	452,701	4,208	12	100	100	—	—
30 Sep. '64	12.00	1.00	— 50	42d st. & Grand st. Ferry.	951,570	660,000	261,000	33,232	178,056	22,293	—	—	—	—	—
30 Sep. '64	—	—	—	Fourteenth Street (N. Y.).	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '64	4.52	—	—	Grand St. & Newtown (W'g).	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	17 —	Harlem Br. Moris'a & Ford'm.	158,749	72,000	85,000	—	34,660	897	—	—	—	—	—
30 Sep. '64	—	—	—	Main & Ohio St. (Buffalo).	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	— 34	Niagara Street (Buffalo).	451,154	795,360	67,000	—	90,108	loss.	—	100	—	—	—
30 Sep. '64	—	—	—	N. Riv. & Wall st. Ferry (N. Y.).	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	Port Morris & Westchester.	1,200	1,200	—	—	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	— 20	Rochester City & Brighton.	237,889	134,000	91,000	10,000	47,738	—	—	—	—	—	—
30 Sep. '64	15.00	—	—	Second Avenue (N. Y.).	1,155,615	650,000	520,000	53,000	350,718	20,134	100	65	136	—	—
30 Sep. '64	8.37	—	—	Sixth Avenue (N. Y.).	1,222,621	750,000	—	—	424,306	14,753	5	100	—	—	—
30 Sep. '64	—	—	—	Third Avenue (N. Y.).	1,958,354	1,170,000	35,000	844,701	171,587	12	100	240	—	—	—
30 Sep. '64	17.50	—	—	Troy and Cohoes.	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	Utica City.	193,945	124,500	65,500	7,000	18,296	loss.	—	—	—	—	—
30 Sep. '64	1.50	—	3	V. Brunt st. & Erie Baa. (Buff.)	62,000	50,000	12,000	—	10,556	2,380	—	—	—	—	—
30 Sep. '64	—	—	—	Williamsburgh & Coney Is'd.	18,000	16,000	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.82	—	7 8	NEW JERSEY.	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.05	2.50	— 8	Hoboken and Hudson City.	32,000	30,000	—	2,000	—	—	—	—	—	—	—
31 Dec. '62	10.47	—	—	Hoboken and Weehawken.	134,400	70,000	60,000	—	17,228	9,986	3	—	—	—	—
31 Dec. '62	17.00	—	—	Jersey City & Bergen Point.	411,000	211,000	200,000	—	71,050	19,183	50	—	—	—	—
31 Dec. '62	6.80	—	—	Orange and Newark.	100,000	40,000	60,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	West Hoboken & Hoboken.	—	—	—	—	—	—	—	—	—	—	—
31 Oct. '65	7.89	—	142 24	PENNSYLVANIA.	1,255,421	100,000	135,000	—	114,721	84,877	10	50	504	—	—
31 Oct. '65	5.50	—	122 21	Citizens' (Pitts'burg).	188,024	100,000	56,300	10,318	114,721	84,877	10	50	50	—	—
31 Oct. '65	12.33	—	262 40	Frankford & Southw'k (Ph.).	765,569	491,820	200,000	—	286,861	91,545	—	—	—	—	—
31 Oct. '65	6.00	—	86 15	Fair'mt Pk & Del. Riv. (Ph.).	—	—	—	—	62,732	8,227	—	—	—	—	—
31 Oct. '65	4.50	—	195 23	Green & Coates st. (Phila.).	232,963	150,000	100,000	—	155,803	39,721	2	50	52	—	—
31 Oct. '65	19.00	—	250 44	Germantown.	386,169	112,245	250,000	—	197,195	49,561	—	—	55	—	—
31 Oct. '65	5.04	—	120 25	Girard College (Phila.).	149,611	160,000	—	—	122,366	36,832	4	50	25	—	—
31 Oct. '65	2.00	—	25 4	Harrisburg City.	49,604	30,118	9,000	—	6,726	3,562	—	—	—		

FEDERAL AND STATE SECURITIES.

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864	207,298	229,041	226,733	197,267	214,879	314,521	332,098	406,076	446,044	398,847	381,810	357,566	8,709,970
1865	384,755	383,147	449,815	406,680	460,422	521,174	506,523	738,527	677,625	719,911	731,270	599,762	6,983,611
1866	504,991	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Alton :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1861	81,581	75,621	78,361	65,358	75,250	68,761	78,474	136,597	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	98,591	110,935	72,196	81,994	90,625	95,098	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,201	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,303	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	282,015	2,770,484
1865	230,508	275,283	269,063	268,480	322,278	355,270	338,985	409,251	401,280	387,966	307,919	236,824	3,840,092
1866	210,171	207,913	304,585	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Rock Island :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1861	88,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,876	76,459	102,353	138,374	119,947	117,086	146,288	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,905	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,492	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,005,470
1865	305,564	246,351	289,403	186,172	227,280	311,180	232,287	288,095	384,290	300,707	261,141	190,272	8,222,592
1866	237,565	174,164	226,251	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Northwestern :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1863	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	688,605	729,759	716,378	563,400	6,114,566
1864	541,005	482,184	499,296	488,358	585,623	747,942	702,681	767,608	946,707	921,888	748,191	546,609	7,958,980
1865	528,566	405,684	522,744	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Great Eastern :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1861	13,316	11,065	18,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,834	25,461	211,077
1862	24,343	24,844	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,666
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	61,485	61,787	61,386	60,896	528,364
1864	47,393	56,565	67,822	61,912	59,182	58,178	53,518	88,458	87,087	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,298	91,684	1,108,821
1866	90,415	79,430	111,102	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Erie :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,596	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,006	963,859	8,400,384
1863	845,693	839,949	956,446	948,059	848,783	770,148	781,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,451
1864	984,837	934,133	1,114,508	1,099,571	1,072,298	1,041,975	994,817	1,105,364	1,301,006	1,222,568	1,234,217	13,429,643	-----
1865	908,341	886,039	1,240,628	1,472,120	1,339,279	1,225,528	1,152,803	1,384,126	1,345,456	1,406,387	1,461,217	1,503,993	15,295,915
1866	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Including Buffalo Division :	1,187,188	983,855	1,370,424	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Illinois Central :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,988	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,643	410,336	372,593	359,463	8,445,827
1863	299,474	271,085	275,643	289,224	324,687	407,992	343,929	511,265	475,576	496,433	487,079	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	709,236	861,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,865	516,808	460,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,151,208
1866	582,828	512,928	516,822	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1862	35,904	26,252	25,891	35,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	35,203	53,778	60,540	64,306	35,322	40,706	58,704	52,564	77,112	85,050	76,764	68,863	710,226
1864	77,010	74,409	89,901	72,389	88,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,088,185
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	117,804	114,512	104,887	1,222,017
1866	90,125	84,264	82,910	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,379	130,184	67,920	1,153,407
1862	85,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,621	154,309	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	116,967	116,967	111,260	71,587	69,363	156,417	206,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,626	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,089	146,943	224,838	217,180	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,397	72,135	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,180,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	246,955	241,236	198,145	238,021	308,106	375,567	382,260	348,048	3,202,541
1864	256,600	304,445	328,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,984	411,806	4,120,153
1865	363,996	366,361	413,974	368,180	351,489	387,095	301,613	418,575	486,808	524,760	496,072	351,799	4,826,722
1866	612,846	277,234	412,393	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Michigan Central :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	198,540	261,423	300,474	106,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	183,620	123,377	144,982	286,346	307,333	200,134	212,314	2,124,834
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	265,966	326,369	307,474	258,634	2,650,702
1863	242,073	245,888	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	275,848	348,802	338,276	271,563	265,780	268,244	346,781	404,445	410,902	405,510	376,470	3,976,046
1865	306,324	279,137	344,228	327,241	401,456	365,							

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price				When payable.	Where payable.	Due.	Price
Alabama and Florida:													
Mortgage	\$300,000	7					1867						
Convert. (quar. by Dir.)	150,000	7					1863						
Alabama and Tenn. Rivers:													
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872								
2d Mortgage	225,700	8					1864						
Albany and Susquehanna:													
Mortgage	1,010,739	7	April & Oct.	Albany.	1883								
Allegheny Valley:													
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891								
Atlantic and Gt. Western (N. Y.):													
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80							
2d Mortgage	593,500	7	" " "	"	1882	76							
Atlantic and Gt. Western (Pa.):													
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81							
2d Mortgage	956,000	7	" " "	"	1882	77							
Eastern Coal Fields Branch	400,000	7	" " "	"	1882	82							
Atlantic and Great Western (O.):													
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	89							
2d Mortgage	7	Jan. & July.	" "	"	1883	98							
Atlantic and St. Lawrence:													
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92							
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96							
City of Portland Loan (Coupon)	1,000,000	6	Various	N. Y., P. & Bos.	1887-70	---							
Baltimore and Ohio:													
Maryland Sterling Bds of 1833	5,000,000	5	Ja. Ap. Ju.Oc.	London.	1838	---							
Mortgage Coupon	1,291,500	6	April & Oct.	Baltimore.	1886	94							
" " "	676,000	6	Jan. & July.	"	1880	94							
" " "	1,085,000	6	Jan. & July.	"	1875	94							
" " "	960,084	6	Ja. Ap. Ju.Oc.	"	1887	95							
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98							
Bay de Noquet and Marquette:													
Income	100,000	8	April & Oct.	Boston.	1870	---							
Bellefontaine and Indiana:													
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101							
1st Mortgage extended	422,000	7	" " "	"	1870-70	---							
2d Mortgage	110,000	7	" " "	"	1870	---							
Income bonds	87,000	---	---	---	1870	---							
Real Estate bonds	47,000	---	---	---	1866	---							
Belvidere Delaware:													
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95							
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	95							
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101							
Boston Concord and Montreal:													
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	---							
1st Mortgage	300,000	7	" " "	New York.	1866	---							
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	90							
2d Mortgage Coupons	250,000	7	" " "	New York.	1889	100							
Sinking Fund	200,000	6	" " "	Boston.	1889	100							
Boston and Lowell:													
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95							
Buffalo, New York and Erie:													
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94							
2d Mortgage coupon	426,714	5	May & Nov.	"	1872	103							
Buffalo and State Line:													
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101							
Income \$ in '69, \$ in '72	200,000	7	Jan. & July.	"	var.	---							
Special Erie and North-East	149,000	7	" " "	"	'61-70	---							
Burlington and Missouri:													
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	---							
Cairo and Fulton (Mo.):													
State (Mo.) Loan	650,000	6	---	---	1878-70	---							
Camden and Amboy:													
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	---							
Converted Sterling Loan	800	5	"	"	1863	---							
American Loan	63,000	6	"	"	1864	---							
Loan for \$500,000	223,700	6	"	"	1867	97							
" " \$900,000	423,680	6	"	"	1870	89							
" " \$675,000	675,000	6	"	"	1875	85							
" " \$1,700,000	1,700,000	6	"	"	1883	83							
" " \$2,500,000	867,000	6	"	"	1889	85							
Consolid. Mort. Loan \$6,000,000	4,239,400	6	"	"	1889	96							
Camden and Atlantic:													
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	---							
Catawissa:													
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882	---							
Oayuga and Susquehanna:													
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	---							
Central of New Jersey:													
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	1866-70	100							
2d Mortgage	600,000	7	May & Nov.	"	1875	105							
Central Ohio:													
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79							
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94							
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101							
3d Mortgage (S. F.)	950,000	7	" " "	"	1885	85							
4th Mortgage (S. F.)	1,365,500	7	" " "	"	1875	50							
Income	1,192,000	7	Jan. & July.	"	'67-60	---							
Charleston and Savannah:													
1st Mortgage (endorsed)	510,000	6	---	---	---	---							
2d Mortgage	1,000,000	7	---	---	---	---							
Cheshire:													
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90							
Chicago, Burlington & Quincy:													
Trust Mort. S. F. convertible	467,000	8	Jan. & July.	New York.	1883	108							
" " " inconvertible	8,167,000	8	" " "	"	1883	108							
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	Fr'nkfort o. M.	1890	---							
2d Mortgage, inconvertible	941,000	44	July.	Fr'nkfort o. M.	1890	---							
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	---							
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	"	1868	---							
" " " Plain.	6,000	8	March & Sept.	"	1876	---							
Chicago and Alton:													
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	95							
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96							
Income Bonds	1,100,000	7	May & Nov.	"	1883	93							

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F." Sinking Fund, "var." that the bonds fall due at different periods.

Description.	Amount	Interest.				Description.	Amount	Interest.					
		When payable.	Where payable.	Due.	Price.			When payable.	Where payable.	Due.	Price.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) -	\$300,000	7		1891		Michigan Central:							
Free Land, 2d Mortgage -	200,000	8		1891		1st Mortgage Sterling	\$467,489	6	Jan. & July.	London	1872		
Galena and Chicago Union:						1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869		
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York	1882	1st Mortgage (convert.) Dollar	2,040,500	8	"	N.Y. & Boston	1869 106		
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882 107		
Elgin and State Lino	189,000	7	Jan. & July.	"	1879	1st Mortgage (S. F.) convertible	4,330,500	8	"	"	1882 107		
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884	Mich. Southern and N'n Indiana:							
Great Western, Ill.:						Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York	1861		
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York	1868	Erie and Kalamazoo	37,000	7	March & Sept.	"	1862		
" Eastern "	2,350,000	7	Feb. & Aug.	"	1865	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863		
Hannibal and St. Joseph:						Gothen Air Line	651,000	7	"	"	1868 92		
Missouri State Loan (1st lien) -	3,000,000	6	Jan. & July.	New York	173-178	Detroit and Toledo	734,000	7	"	"	1876 98		
Land Security	3,344,600	7	April & Oct.	"	1881	1st General Mortgage (S. F.)	4,856,000	7	May & Nov.	"	1885 95		
Convertible Bonds	822,000	7	Jan. & July.	"	1883	2d General Mortgage	2,253,500	7	"	"	1877 90		
Harrisburg and Lancaster:						Milwaukee and St. Paul:							
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia	1883	1st Mortgage	4,800,000	7	Feb. & Aug.	New York	1893		
Hartford and New Haven:						2d Mortgage	1,600,000	7	April & Oct.	"	1894 70		
1st Mortgage	927,000	6	Feb. & Aug.	New York	1883	Real Estate Depot	2,400,000				1874		
Housatonic:						Milwaukee and Prairie du Chien:							
1st Mortgage	202,500	6	Jan. & July.	Bridgeport	1877	1st Mortgage (coupon)	402,000	7	Jan. & July.	New York	1891 98		
Houston and Texas Central:						Minnesota and Pacific:							
State (1st Lien) Loan	210,000					Real Estate	1,206,000	7	Jan. & July.				
Mortgage	125,000	7				Mississippi Central:							
Hudson River:						1st Mortgage	1,007,383	7					
1st Mortgage	4,000,000	7	Feb. & Aug.	New York	63-70	Mississippi Central and Tenn.:							
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	102	State (1enn.) Loan	529,000	6					
3d Mortgage	1,840,000	7	May & Nov.	"	104	Mississippi and Missouri:							
Convertible	1,002,000	7	"	"	106	1st Mortgage (convertible)	1,000,000	7		New York.			
Illinois Central:						2d Mortgage (S. F.)	400,000	8	"	"			
Optional Right Bonds	32,000	7	Jan. & July.	New York	1868	Oskaloosa Division	688,556	7	Jan. & July.	"	1875 184		
Construction	6,837,000	7	April & Oct.	London	1875	1st Land Grant	3,612,000	7	"	"	50		
Construction	2,894,500	6	"	New York	1875	2d Land Grant	691,000						
Redemption bonds	2,563,900	6	"	"	1890	Income Bond	518,300						
Indiana Central:						Mississippi and Tennessee:							
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York	1868	Tennessee State Loan	98,000	6					
2d Mortgage	264,000	10	"	"	1868	Mississippi State Loan	202,099	6			1885		
Income	20,500					1st Mortgage	171,000	7			1878		
Indianapolis and Cincinnati:						Mobile and Ohio:							
1st Mortgage	500,000	7	Jan. & July.	New York	1868	City (Mobile) Tax Loan	400,000	6					
2d Mortgage	400,000	7	"	"	1862	Tennessee State Loan	674,860	6					
Real Estate Mortgage	200,000	7			1868	Alabama State Loan	389,410	6					
Ind. Pittsburgh and Cleveland:						Sterling	1,508,070	8	Jan. & July.	New York	'61-'67		
1st Mortgage	650,000	7	Jan. & July.	New York	1870	Mississippi State Loan	878,035	6			1883		
2d Mortgage	347,000	7	"	"	200,970		6						
Indianapolis and Madison:						Monggomery and West Point:							
Mortgage	640,000	7	May & Nov.	New York	1881	Alabama State Loan	192,622						
Jeffersonville:						Mortgage (due 1860, '63 and '65)	350,000	6					
1st Mortgage	187,000	7	March & Sept.	New York	1861	Mortgage	450,000	8			var.		
2d Mortgage	392,000	7	April & Oct.	"	75	Morris and Essex:	3,500,000	7	May & Nov.	New York	1915		
Joliet and Chicago:					70	1st Mortgage (S. F.)	3,490,000	7					
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York	1883	Muscookee:							
Joliet and N. Indiana:						1st Mortgage	249,000	7					
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York	1874	Nashville and Chattanooga:							
Kennebelle and Portland						Mortgage (State endorsed)	1,500,000						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston	1870	Chat and Clev. Subs. (endors.)	231,000						
2d Mortgage	230,000	6	"	Augusta	1861	New Albany and Salem:							
Kentucky Centr. (Cov. and Lex.)						1st Mortgage	2,235,000	6					
1st Mortgage	160,000	6				N. Hav., N. Lond. and Ston'gton:							
1st Mortgage	260,000	7				Mortgage	450,000	7	March & Sept.	New Haven	1861		
2d Mortgage (convertible)	1,000,000	7				2d Mortgage	200,000	6	Jan. & July.	"	1868		
3d Mortgage	600,000	7				Extension Bonds	116,000	6	May & Nov.	"	1878		
Guaranteed by Covington	200,000	6				New Haven and Northampton:							
Cincinnati (exchanged)	100,000	6				1st Mortgage	500,000	7	Jan. & July.	New Haven	1869		
La Crosse, Viroqua & Mineral Pt.:						1st Mortgage (H. & Hamp.)	103,000	6	"				
1st Mortgage	4,000,000	7	June & Dec.	New York	1888	New Jersey:							
Lehigh Valley:						Company's (various)	805,000	7	Semi-ann'yly.	New York	var. 100		
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia	1873	New London Northern:							
La Crosse and Milwaukee:						1st Mortgage	60,000	7	Jan. & July.	New London	1871 100		
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee	1872	Extension Bonds	72,800	6	March & Sept.	"	1885		
Lackawanna and Bloomsburg:						1st Mortg [Miss.] Loan	255,000	5					
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia	1881	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York	1886		
Lexington and Frankfort:						Louisiana State Loan	641,000	6					
Mortgage, due 1869 and '74	79,000	6				New Orleans City Subscription	1,500,000	5					
Little Miami:						1st Mort [S. F.]	566,000	8					
Mortgage (coupon)	1,200,000	6	May & Nov.	New York	1883	New York Central:							
Long Island:						Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York	1883 92		
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	Db'ts of former Co's outstanding	100,000						
Extension Bonds	500,000	6	"	"	1,398,000	7	Feb. & Aug.	"					
Long Dock Co.:					634,000	6	6	"					
Mortgage Bonds	175,000	7	May & Nov.	"	78,000	6	May & Nov.	"					
Louisville and Frankfort:					189,550	6	"	"					
Louisville Loan	100,000	6	Jan. & July.	New York	1881	Real Estate [S. F.] Bonds	165,000	6	"	"			
Louisville and Nashville:					45,550	6	var.	"					
State [Tenn.], 1st Lien	176,000	6	"	"	122,773	6	"	"					
1st Mortgage	560,500	6	Jan. & July.	New York	1882-92	Real Estate Bonds & Mortgages	45,550	6	var.	"			
Lebanon Branch 1st Mortgage	1,765,000	7	Feb. & Aug.	"	1883								
Memphis Branch 1st Mortgage	21,000	7			1886	Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	"			
McMinville and Manchester:						Bonds of Oct. 1863, [S. F.]	2,926,000	6	June & Dec.	"			
State [Tenn.]	286,000	7											
Mortgage	372,000	6				1st Mortgage	3,000,000	7	May & Nov.	New York	1867 97		
Mortgage	24,000	7				2d Mortgage	4,000,000	7	March & Sept.	"	1879		
Marietta and Cincinnati:						3d Mortgage	6,000,000	7	"	"	1883 96		
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York	1891	4th Mortgage	3,634,000	7	April & Oct.	"	1880		
1st Mortgage Sterling	1,000,000	7	"	"	5th Mortgage	1,002,600	7	June & Dec.	"	1888 93			
Scioto & Hocking Val. R. mort.	300,000				Buffalo Branch	186,400	7	Jan. & July.	"	1891			
Memphis and Charleston:					New York and Harlem:								
State [Tenn.] Loan	1,100,000	6			1st Mortgage	3,000,000	7	May & Nov.	New York	1873 100			
1st Mortgage	1,600,000	7			Consolidated	1,000,000	7	Feb. & Aug.	"	1887			
Memphis, Clarkesv. and Louisv.:					3d Mortgage	980,300	7	Jan. & July.	"	1887 93			
State [Tenn.] Loan	910,000	6			New York and New Haven:								
Memphis and Ohio:					Plain Bonds, Coupons	912,000	7	June & Dec.	New York	1866 107			
State [Tenn.] Loan	1,340,000	6			Mortgage Bonds, Coupon	1,088,000	7	April & Oct.	"	1875			

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest.				Description	Amount	Interest	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867	---	1st Mortgage (Eastern Division)	\$680,000	8			New York	
North-Eastern (S. C.):							1st Mortgage (Western Division)	757,000	8	"	"		1875
1st Mortgage	700,000						Raleigh and Gaston:						35
2d Mortgage	224,500						Coupon	100,000					1862
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore	1866	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	var.	
Md. State Loan (Irredeemable)	1,500,000	6	"	"	1870	102	Guaranteed by State	200,000	7	April & Oct.	Richmond	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871	102	Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871	102	Richmond, Fred. and Potomac:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	Sterling (£67,000)	324,006	6			1860	
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	82	Richmond and Petersburg:						
Northern (Ogdensburg):							Coupon	150,000					1875
1st Mortgage	1,500,000	7	April & Oct.	New York	1859	93	Rutland and Burlington:						
2d Mortgage	3,077,000	7	"	"	1861	36	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	84
North Missouri:							2d Mortgage	937,500	7	"	"	1863	36
State Loan (30 years)	4,350,000	6	Jan. & July	New York	172-87	95	3d Mortgage	440,000	7	"	"	1863	1
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	85	1st Mortgage	400,000	10	Jan. & July	New York	1875	
Chattel Mortgage	360,000	10	"	"	1887	111	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston	1844-74	92	1st Mortgage	220,000	7	Feb. & Aug.		1900	67
Norwich and Worcester:							2d Mortgage	77,000	7				30
Mass. State Loan	400,000	6	Jan. & July	Boston	1877	---	3d Mortgage	201,500	7				1975
Bonds for Dividend Scrip	59,000	7	"	New York	1844-74	---	Six per cents	75,500	6				1878
Steamboat Bonds	121,000	7	Feb. & Aug.	"	1837-70	---	Sand'sky, Mansfield and Newark:						
Ohio and Mississippi:							1st Mortgage	1,290,000	7	Jan. & July	New York	1866	80
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York	1872	80	Saratoga and Whitehall:						
1st Mortgage—Western	380,000	7	"	"	1872	---	1st Mortgage	250,000	7	April & Oct.	New York	1858	
2d Mortgage—Western	750,000	7	"	"	1874	---	1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	
Orange and Alexandria:							Seaboard and Roanoke:						
1st Mortgage	400,000	6	May & Nov.	New York	1866	---	1st Mortgage	800,000	7				1880
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	"	1875	---	3d Mortgage	75,000	7				1870
2d Extension	600,000	8	May & Nov.	"	1878	---	South Carolina:						
Pacific (Mo.):							State Loan	187,000	6				1868
State (Mo.) Loan	7,000,000	6	Jan. & July	New York	171-87	78	Domestic Bonds	650,000	5				1869-74
State Loan (S. W. Branch)	1,268,000	6	"	"	1877-89	---	Domestic Bonds, past due	234,000	5				1868
Construction Main Line	1,314,000	7	"	"	"		Sterling	2,000,000	5	Jan. & July	London	1866	
" S. W. Branch.	8,232,000	7	"	"	"		Southern Mississippi:						
St. Louis County bonds	18,000	7	"	"	"		1st Mortgage	500,000					
Panama:							South-Western (Ga.):						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London	1865	101	1st Mortgage	631,000					1875
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---	*Steubenville and Ind. (P. C. and C.):						
Penninsula:							1st Mortgage						
1st Mortgage	1,029,000	7	March & Sept.	New York	1898	73	St. Louis and Iron Mountain:						
Pennsylvania:							State (Mo.) Aid	3,501,000	6				
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	100	St. Louis City Subscription	500,000					90
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95	St. Louis County Subscription	1,000,000					80
2d Mortgage Sterling	2,283,840	6	"	London	1875	---	Sunbury and Erie:						
State Works Bonds	6,700,000	5	Jan. & July	Harrisburg	1894	105	1st Mort. (Sunbury to W'map't) Mortgage (half to State)	1,000,000	7	April & Oct.	Philadelphia	1877	63
Penobscot and Kennebec:							7,000,000	5	Jan. & July	"	"	1877-78	1
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston	174-75	---	Syracuse, Binghamton and N. Y.:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor	1876	---	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	---	St. Louis, Alton & Terre Haute:						
Pekoria and Oquawka:							1st Mortgage (series A)	1,100,000	7	Jan. & July	New York	1894	87
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1862	---	" (series B)	1,100,000	7	April & Oct.	"	1894	81
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873	---	2d " (series C)	1,400,000	7	Feb. & Aug.	"	1894	78
Peters'v. and Lynchb'g (S. Side):							3d " (series D)	1,400,000	7	May & Nov.	"	1894	76
State (Va.) Loan (S. F.):	800,000	7					" Income (series E)	1,700,000	7				1
1st Mortgage (1869-70-75)	365,000	6					Toledo, Peoria & Warsaw:						
2d Mortgage (1862-70-72)	378,000	6					1st Mortgage	1,391,000	7	June & Dec.	New York	1894	
Special Mortgage (1866-68)	175,000	6					Terre Haute and Richmond:						
Last Mortgage (1861 to 1869)	133,500	8					1st Mortgage (convertible)	60,000	7	March & Sept.	New York	1866	
Phila., Germant'v. and Norrist'v:							Toledo and Wabash:						
Consolidated Loan	119,800	6	Jan. & July	Philadelphia	1865	105	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1865	87
Convertible Loan	292,500	6	"	"	1885	119	2d M. (Toledo and Wabash)	2,500,000	7	"	"	1865	81
Philadelphia and Reading:							2d M. (Wabash and Western)	1,000,000	7	May & Nov.	"	1878	74
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July	Philadelphia	1867	---	Sinking Fund Bonds	152,355	7				1
" 1836,	182,400	5	"	"	1880	---	Equipment bonds	600,000	7				64
" 1849,	2,595,600	6	April & Oct.	"	1870	97	Vermont Central:						
" 1861,	106,000	6	Jan. & July	"	1871	96	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston	1861	98
" 1843,	1,325,500	6	"	"	1880	87	2d Mortgage Coupon	1,000,000	7	Jan. & July	"	1867	24
" 1844,	804,000	6	"	"	1880	87	Vermont and Massachusetts:						
" 1848,	101,000	6	"	"	1880	87	Mortgage Bonds	550,000	7	Jan. & July	Boston	1888	
" 1849,	67,000	6	"	"	1880	87	Virginia Central:						
" 1857, (convertible)	415,500	6	"	"	1886	101	Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880	
" 1866,	60,000	7	"	"	1886	---	Mortgage (coupons)	198,000	5	"	"	1872	
Bonds and mort. on Real Estate	535,362						Mort., Mortgage (coupons)	926,000	6	"	"	1884	
Phila., Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	496,000	6	Jan. & July	Philadelphia	1894	---	State (Va.) Loan	1,000,000	6	Jan. & July	Richmond	1887	
Pittsburg and Connellsville:							1st Mortgage	500,000	6	"	"	1872	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74	2d Mortgage	1,000,000	6	"	"	1884	
Pitts'g., Pa. Wayne and Chicago:							Salt Works Br. Mort. due 1858-61	203,000	6	"	"		
1st Mortgage (series A):	875,000	7	Jan. & July	New York	1912	98	Warren (N. J.):						
" (series B):	875,000	7	Feb. & Aug.	"	1912	98	1st Mortgage	600,000	7	Feb. & Aug.	New York	1875	
" (series C):	875,000	7	Mar. & Sept.	"	1912	98	Warwick Valley, N. Y.:						
" (series D):	875,000	7	April & Oct.	"	1912	98	1st Mortgage	60,000	7	April & Oct.	New York	1880	87
" (series E):	875,000	7	May & Nov.	"	1912	98	" Mortgage	25,000	7	Jan. & July	Chester	1871	70
" (series F):	875,000	7	Jun. & Dec.	"	1912	98	Watertown and Rome:						
" (series G):	860,000	7	Jan. & July	"	1912	92	Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	107
" (series H):	860,000	7	Feb. & Aug.	"	1912	98	Western (Mass.):						
" (series I):	860,000	7	Mar. & Sept.	"	1912	98	Sterling (£399,900)	4,319,520	5	April & Oct.	London	1875	
" (series J):	860,000	7	April & Oct.	"	1912	98	Dollar Bonds	250,000	6	"	Boston	1875	96
" (series K):	860,000	7	May & Nov.	"	1912	98	Albany City Bonds	1,000,000	6	Jan. & July	"	1875-76	98
" (series L):	860,000	7	June & Dec.	"	1912	98	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
" (series M):													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.										Abstract of Balance Sheet.										Earnings.																					
	Main Line.		Lateral and Branch Lines		2nd Track and Sidings.		Road in progress or projected.		Equipment.		Cars.		Companies.					Property and Assets.		Liabilities.			Share Capital paid in.		Bonds and Mortgage Debt.		Other Liabilities.		Balance Total, incl. all other assets and liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.		Price of	
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.								
30 Jun. '60	65.0	—	—	50.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
25 Feb. '59	30.3	—	—	58.1	2	2	19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 May. '60	109.6	—	—	57.8	11	9	102	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Jun. '59	57.0	—	—	171.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
1 May. '61	48.3	13.5	—	49.4	40	28	502	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
29 Feb. '60	88.5	28.4	—	—	23	14	283	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
3 Nov. '58	38.5	—	—	107.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Dec. '60	22.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 July '64	22.8	—	—	1.9	—	4	5	47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Jan. '65	122.4	—	—	17.0	75.1	16	20	287	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Aug. '66	61.6	13.8	66.2	—	22	37	321	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '65	74.0	—	—	8.9	—	10	12	261	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '64	57.0	—	—	1.3	—	8	11	184	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
28 Feb. '65	50.0	—	—	2.6	—	8	10	30	N. Haven, N. London and Ston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Oct. '60	84.3	—	10.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Oct. '62	16.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
31 Dec. '62	154.2	—	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Apr. '61	69.9	—	5.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Apr. '62	100.0	3.9	10.0	153.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '62	164.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '63	162.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '64	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '65	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '66	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '67	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '68	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '69	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '70	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '71	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '72	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '73	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '74	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '75	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '76	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '77	162.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Dec. '78	162.2	—																																								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "n/a." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.								
	Main Line.					Lateral and Branch Lines.			2nd Track and Sidings.		Road in progress or projected.					Cars.					Property and Assets.					Liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives and trains.		Gross.		Net.		Dividends.		Price of shares.	
	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	Engines.	Passenger.	Freight, etc.	No.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in, /	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	M.	M.	Gross.	Net.										
Companies.																																							
30 Nov. '62	65.0	—	—	—	—	6	4	74	Androscoggin	1,060,000	*	*	*	*	*	*	*	151,833	444,638	205,564	757,381	36.6	76,344	79,761	43,461	3	114												
30 Jun. '62	149.0	—	25.0	—	—	17	84	9	Atlantic and St. Lawrence	6,788,205	867,734	—	—	—	—	—	—	2,494,900	3,068,491	—	7,982,475	149.0	by Gd. Tk.	—	—	45	10												
30 Sep. '61	63.0	9.5	8.0	—	—	12	11	120	Kennebec and Portland	2,871,264	*	—	—	—	—	—	—	1,287,779	—	271,145	2,990,998	109.5	139,953	172,113	91,487	—	—												
31 May. '61	92.7	9.5	—	—	—	13	20	231	Maine Central	4,211,878	*	—	21,925	1,050,360	300	100,000	1,500,000	139,356	4,259,303	102.2	186,240	323,082	174,028	—	—														
31 May. '61	51.3	—	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	—	100,000	1,500,000	—	—	169,200	556,000	—	1,690,004	51.3	161,056	450,222	236,767	6	10													
May. '61	37.0	—	—	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	—	—	—	—	—	—	—	—	37.0	—	55,403	28,404	—	—	—												
MARYLAND.																																							
30 Sep. '62	279.6	7.2	—	—	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,758	11,566,933	161,151,962	10,112,584	—	897,859	36,811,376	2,958,010	6,509,945	4,544,097	3	114																	
30 Sep. '62	30.0	—	—	—	—	7	83	167	Washington Branch	1,650,000	*	—	—	—	—	—	—	—	—	—	—	—	—	703,123	429,590	44	10												
31 Dec. '62	188.0	4.0	25.0	—	—	60	55	3,496	Northern Central	9,247,186	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	10																	
MASSACHUSETTS.																																							
30 Nov. '64	26.7	1.8	16.8	—	—	8	7	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	—	—	—	—	—	6	20											
30 Nov. '64	24.0	—	—	—	—	24	38	534	Boston and Lowell	2,452,248	183,346	360,753	1,830,000	640,000	12,326	2,996,346	70.9	473,213	650,999	182,610	6	20																	
30 Nov. '64	74.3	8.8	51.1	—	—	36	78	720	Boston and Maine	3,884,161	—	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,232	8	123																	
30 Nov. '64	47.0	7.0	32.5	—	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	31,500	—	4,218,927	61.8	450,086	1,221,104	366,332	10	134																	
30 Nov. '64	46.0	24.0	60.8	—	—	32	69	306	Boston and Worcester	4,062,584	437,416	1,418,759	4,500,000	—	765,740	5,913,787	583	669,234	1,697,164	537,067	10	134																	
30 Nov. '64	40.0	1.1	2.7	—	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6	66																	
30 Nov. '64	50.0	2.4	9.6	—	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	53.8	223,315	472,321	165,932	10	134																	
30 Nov. '64	44.0	30.5	27.5	—	—	31	74	489	Eastern	3,966,179	829,765	284,102	3,155,000	1,867,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	101																	
30 Nov. '64	51.0	42.5	75.8	—	—	25	85	457	Fitchburg	3,189,851	530,149	—	3,649,000	—	—	3,846,885	93.4	434,822	886,352	339,341	10	107																	
30 Nov. '64	12.4	—	2.8	—	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	—	3,374	186,647	291,618	63,019	—	—																		
30 Nov. '64	14.5	—	17.2	—	—	10	17	17	Nashua and Lowell	558,919	96,084	—	600,000	50,465	—	80,302	71.0	186,647	291,618	63,019	5	116																	
30 Nov. '64	20.1	1.5	1.2	—	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100																	
30 Nov. '64	33.0	—	0.7	—	—	5	6	48	N.Y. and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	—	2,048,537	36.7	94,748	83,492	—	8	104																	
30 Nov. '64	95.8	8.8	27.5	—	—	26	66	488	Old Colony and Fall River	3,923,875	334,503	—	3,609,588	452,350	—	4,512,950	107.3	510,010	964,030	469,932	8	104																	
30 Nov. '64	43.4	1.0	14.9	—	—	14	18	163	Providence and Worcester	1,409,307	213,182	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	123	100																	
30 Nov. '64	16.9	—	1.7	—	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,981	15.7	151,327	300,086	122,397	2	44																	
30 Nov. '64	6.1	—	30.5	—	—	—	—	—	Troy and Greenfield	923,942	979,308	—	—	—	—	—	3,955,687	77.3	151,327	300,086	122,397	2	44																
30 Nov. '64	8.0	5.5	—	—	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	585,965	—	3,955,687	77.3	151,327	300,086	122,397	2	44																	
30 Nov. '64	156.1	17.2	26.6	—	—	78	45	200	Western (incl. Alb. & W.S. etc.)	17,166,144	5,076,949	5,627,700	6,299,520	463,041	16,348,206	1,338,514	3,431,584	126,658	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144	17,166,144				
30 Nov. '64	45.7	9.8	—	—	—	10	12	143	Worcester & Nashua (par 83)	1,164,398	—	224,309	1,141,000	35,500	62,750	1,388,706	46.7	191,712	431,506	183,750	74	107																	
NEW HAMPSHIRE.																																							
31 Mar. '65	96.5	—	—	—	—	14	10	23	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141,091	93.5	—	408,388	141,407	—	62	—																
30 Nov. '64	53.6	—	—	—	—	18	16	246	Cheeshire	2,703,488	—	—	2,085,925	79,500	—	2,765,425	53.6	382,852	523,749	155,896	—	—																	
31 Mar. '64	34.5	—	—	—	—	21	22	494	Concord (par 50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	—	821,985	138,049	8	67																	
31 Mar. '64	29.3	—	—	—	—	2	3	2	Manchester and Lawrence	1,065,345	—	—	1,000,000	128,000	20,944	operated by Concord	R. R.	90,699	—	7	103																		
31 Mar. '64	29.8	—	—	—	—	2	4	80	Merrimac and Conn. Rivers	698,258	—	—	595,588	585,000	—	52.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
31 Mar. '64	69.2	13.0	—	—	—	24	14	424	Northern New Hampshire	3,068,400	—	—	3,068,400	166,500	15,515	3,250,418	82.0	—	210,265	100,265	7	92																	
31 Mar. '64	24.7	—	—	—	—	5	6	50	Sullivan	1,490,780	—	—	500,000	750,000	—	24.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
NEW JERSEY.																																							
31 Dec. '64	64.2	11.0	8.1	—	—	—	—	—	Belvidere Delaware	3,836,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	—	501,886	146,101	—	—																	
31 Dec. '64	64.9	—	—	—	—	8.0	—	—	Camden and Amboy	8,502,296	—	4,304,181	6,472,406	10,264,463	—	—	—	—	—	5,799,980	1,140,788	35	118																
31 Dec. '64	60.2	—	—	—	—	26	64.0	—	Camden and Atlantic	1,881,414	—	—	1,062,245	1,035,276	—	2,221,449	60.2	—	2,146,466	71,106	—	—																	
31 Dec. '64	64.0	—	—	—	—	59	34	908	Central of New Jersey	1,078,538	582,047	—	6,500,000	2,000,000	477,233	9,764,509	90.0	—	948,218	2,587,184	1,035,630	20	106																
31 Dec. '64	58.0	—	—	—	—	45.5	24	48	Morris and Essex	4,057,275	*	56,000	3,041,950	1,184,500	31,200	4,536,916	63.0	270,000	570,764	171,751	7	79																	
31 Dec. '64	55.5	—	—	—	—	24	48	274	New Jersey	3,903,171	785,184	1,783,064	5,000,000																										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies in Running dots (----) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.												
	Main Line.		Lateral and Branch Lines		2nd Track and Slidings.		Road in progress or projected.		Engines.		Cars.		Passenger.		Freight, etc.		Companies.		Railroad and Appurtenances.		Rolling-Stock.		Other Assets.		Share Capital paid in.		Bonded and Mortgage Debt.		Other Liabilities.		Balance Total, incl. all other assets and liabilities.		Bond operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.		Price of shares.
31 Jan. '66	44.0	—	136.0	13	11	113	Allegheny Valley	—	—	—	—	—	—	—	—	—	—	—	2,350,723	232,046	293,573	1,948,400	614,000	318,542	2,876,342	44.0	134,201	356,277	123,892	—	—	—											
31 Oct. '65	93.0	32.2	21.5	—	24	4	408	Atlantic and Great Western	—	—	—	—	—	—	—	—	—	10,500,000	*	—	5,971,901	3,936,400	596,753	10,505,054	146.7	3,056,375	1,461,278	579,390	—	—	—												
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	—	—	—	—	—	—	—	—	—	3,634,000	—	—	3,350,000	279,000	—	3,629,000	69.6	240,418	370,223	149,587	40	—	—												
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	—	—	—	—	—	—	—	—	—	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83	—												
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,970	Del. Lackawanna and West'n	—	—	—	—	—	—	—	—	—	5,788,706	2,668,113	—	10,247,050	3,491,500	742,588	14,491,135	204.5	1,437,553	1,733,320	38,671	15	180	—												
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	—	—	—	—	—	—	—	—	—	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—	—												
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	—	—	—	—	—	—	—	—	—	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Can.	2,02,872	680,973	loss.	5	27	—													
31 Oct. '65	18.5	—	8.0	—	13	11	349	Erie and Pittsburg	—	—	—	—	—	—	—	—	—	700,000	—	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,883	10	—	—												
31 Oct. '65	81.0	2.0	4.3	—	13	11	—	Harrisburg and Lancaster	—	—	—	—	—	—	—	—	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	7	56	—												
31 Oct. '65	36.0	18.0	17.7	—	16	6	133	Huntington and Broad Top	—	—	—	—	—	—	—	—	1,616,459	41,341	—	1,182,560	700,000	—	1,882,560	54.0	oper. by Penn. R.R. Co.	7	29	—	—	—													
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	—	—	—	—	—	—	—	—	2,952,328	*	—	858,130	1,436,082	589,318	2,610,580	58.5	173,778	352,213	75,702	—	10	—	—												
31 Oct. '65	44.0	11.5	17.7	6.0	16	2	133	Lehigh Valley	—	—	—	—	—	—	—	—	7,804,068	40,732,526	—	6,632,250	1,477,000	—	8,109,200	57.5	647,080	3,049,360	1,861,630	10	61	—	—												
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	—	—	—	—	—	—	—	—	1,466,283	—	—	2,646,100	906,000	73,555	3,624,655	50.0	oper. by Read	ading R.R.	3	29	—	—													
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylkill Haven	—	—	—	—	—	—	—	—	3,708,200	*	—	3,708,200	—	—	3,708,200	50.0	oper. by " "	" "	8	55	—	—													
31 Oct. '65	55.8	14.2	13.9	—	23	22	686	North Pennsylvania	—	—	—	—	—	—	—	—	5,671,164	665,004	193,031	3,105,785	218,886	6,629,199	66.8	318,861	875,004	412,363	—	39	—	—													
31 Dec. '65	354.8	33.2	46.0	—	290	173	4,926	Pennsylvania	—	—	—	—	—	—	—	—	28,434,310	3,375,024	14,041,462	20,000,000	16,760,124	3,651,447	45,860,796	70.0	5,846,778	17,459,169	4,189,111	10	56	—	—												
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., German't & Norristown	—	—	—	—	—	—	—	—	1,139,078	268,455	—	1,476,300	183,000	—	1,659,300	24.0	311,911	666,739	336,376	8	54	—	—												
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	—	—	—	—	—	—	—	—	17,632,766	—	—	5,635,450	18,000,000	2,000	18,071,450	50.0	oper. by Penn. R.R. Co.	32	—	—	—	—	—	—											
30 Nov. '65	93.0	59.5	233.3	—	264	63	7,082	Philadelphia and Reading	—	—	—	—	—	—	—	—	22,280,948	3,765,774	4,061,353	20,240,673	6,900,683	30,088,075	471,3	3,688,300	11,142,519	4,812,271	10	61	—	—													
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	—	—	—	—	—	—	—	—	1,336,767	245,695	—	99,200	200,000	—	1,190,500	28.2	177,433	1,030,432	346,861	10	114	—	—												
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	—	—	—	—	—	—	—	—	8,362,123	744,425	1,562,695	9,878,300	516,000	452,836	10,669,342	197.0	981,466	3,884,600	1,046,804	10	57	—	—												
31 Oct. '65	59.5	11.4	89.5	12	11	—	84	Pittsburg and Connellsville	—	—	—	—	—	—	—	—	5,631,664	198,320	—	1,774,213	1,500,000	64,208	20,298,000	28.2	72,688	394,363	130,361	9	—	—													
31 Dec. '64	468.3	108.5	—	99	2,020	—	—	Pittsb'g, Ft. Wayne & Chicago	—	—	—	—	—	—	—	—	21,164,330	—	—	8,181,123	126,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	92	—	—												
31 Dec. '65	28.0	—	6.2	—	—	—	—	Shamokin Valley & Pottsville	—	—	—	—	—	—	—	—	500,000	791,070	—	5,719,450	500,000	Leased	to North. Can.	144,006	316,498	116,006	4	40	—	—													
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	—	—	—	—	—	—	—	—	1,331,840	143,557	—	684,036	982,300	326,000	130,400	1,777,176	26.4	138,578	847,240	200,598	—	—	—												
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	—	—	—	—	—	—	—	—	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,222	128,826	4	48	—	—												
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	—	—	—	—	—	—	—	—	2,158,000	*	—	1,508,000	250,000	—	62.0	321,000	557,587	254,508	12	110	—	—													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	—	—	—	—	—	—	—	—	801,616	34,372	—	250,000	196,266	—	—	—	—	—	—	—	—	—	—	—											
31 Dec. '58	109.6	—	—	13	9	—	176	Charlotte and South Carolina	—	—	—	—	—	—	—	—	1,719,045	—	—	1,201,000	384,000	—	—	—	—	—	—	—	—	—	—	—											
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	—	—	—	—	—	—	—	—	2,439,769	324,161	—	1,429,008	145,546	—	—	—	—	—	—	—	—	—	—	—											
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	—	—	—	—	—	—	—	—	2,011,562	—	—	985,743	960,410	108,172	—	2,057,325	102.0	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '58	147.0	44.0	7.9	—	39	17	252	South Carolina	—	—	—	—	—	—	—	—	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	—	413,757	196,985	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '58	32.0	—	158.0	—	—	—	—	Texas, (all aided by State)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.0	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '58	56.0	—	184.0	—	—																																						

PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.	Amount of shares out- standing.	Div'ds	
		Rate. Paid.	Market Price
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6
Baltimore and Ohio, (pref.)	3,000,000	7	7
Berkshire (guaranteed)	600,000	7	7
Boston, Concord & Montreal (pref.)	1,340,400	6	60
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	7
Camden & Atlantic (preferred)	620,800	7	30
Catawissa (preferred)	1,150,000	7	20
Chemung (guaranteed)	380,000	7	7
Cayuga & Susquehanna (guarant.)	343,500	7	7
Cheshire (preferred)	2,017,825	7	45
Chicago & Alton (preferred)	2,425,400	7	96
Chicago & Northwestern (pref.)	12,994,720	7	7
Cochecto (preferred)	177,750	8	56
Ct. & Passumpsic Rivers, (pref.)	1,518,300	10	70
Cumberland Valley (1st preferred)	241,900	8	10
" (2d preferred)	243,000	8	8
Detroit & Milwaukee (preferred)	1,500,000	7	7
Dubuque & Sioux City (preferred)	1,975,986	7	34
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7
Elmira & Williamport (preferred)	500,000	7	40
Erie (preferred)	8,535,700	7	7
Hannibal & St. Joseph (preferred)	5,283,886	7	52
Harrisburg & Lancaster (guar.)	1,182,100	7	7
Houstonian (preferred)	1,180,000	8	104
Indianapolis & Madison (pref.)	407,900	8	8
Kennebec & Portland (preferred)	372,000	6	6
Lackawanna & Bloomingburg (pref.)	500,000	7	7
Marietta & Cincinnati (1st pref.)	6,205,475	7	30
" " (2d pref.)	8,119,772	7	27
Michigan S. & N. Indiana (guar.)	1,089,700	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	97
" " " (2d pref.)	1,014,000	7	7
Milwaukee & St. Paul (preferred)	2,400,000	7	55
New Haven & Northampton (guar.)	1,010,000	4	4
New York & Harlem (preferred)	1,500,000	8	8
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6
Paterson & Hudson (guaranteed)	630,000	8	8
Paterson & Ramapo (guaranteed)	248,000	5	5
Peoria & Bureau Valley (guar.)	1,200,000	6	6
Philadelphia & Reading (pref.)	1,551,800	7	7
Philadelphia & Trenton (guar.)	1,000,000	10	10
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	80
Pittsfield & North Adams (guar.)	450,000	6	6
Port, Saco & Portsmouth (guar.)	1,500,000	6	6
Rutland & Burlington (preferred)	382,700	8	8
" " (preferred)	608,176	6	6
St. L., Alton & Terre Haute (pref.)	1,700,000	6	67
Toledo & Wabash (preferred)	984,700	7	7
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	55
" " " (2d pref.)	904,473	7	7
Troy & Greenbush (guaranteed)	274,400	6	52
Vermont & Canada, (guaranteed)	1,600,000	8	8
Warren (guaranteed)	1,408,300	7	7
White Mountains (guaranteed)	200,000	5	5
Wright's, Y. & Gettysburg (guar.)	317,050	2	2

CANAL AND NAVIGATION BONDS

DESCRIPTION OF BONDS.	Amount out- standing.	Interest	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage-----	\$2,657,343	6 J. & J	1836	90 $\frac{1}{2}$	
Chesapeake & Ohio:					
Maryland Loan, dollar-----	2,000,000	6 Qtrly.	1870	-----	
" " sterling-----	4,375,000	5 " "	1890	-----	
Preferred bonds-----	1,700,000	6	18-	-----	
Delaware Division:					
1st Mortgage-----	800,000	6 J. & J.	1878	78 $\frac{1}{2}$	
Delaware & Hudson:					
Mortgage-----	600,000	6 M. & S.	1870	110	
Delaware & Baritan:					
See Camden & Amb.R.R.					
Erie and Penn.:					
Bonds-----	752,000	7 J. & J.	1865	-----	
Interest Certificates-----	161,960	6 " "	1868	-----	
Lehigh Navigation:					
1st Mortgage-----	414,608	6 M. & S.	1870	93 $\frac{1}{2}$	
Six per cent. Loan-----	2,672,948	6 A. & O.	1884	87	
Monongahela Navigation:					
1st Mortgage-----	125,000	6 J. & J.	1863	-----	
2d Mortgage-----	57,000	6 " "	1865	-----	
Morris:					
1st Mortgage-----	465,500	6 A. & O.	1876	95	
2d Mortgage-----	295,750	6	-----	90	
Bond Loan-----	99,852	6	-----	-----	
North Branch:					
1st Mortgage-----	590,000	6 M. & N.	1876	80	
Schuylkill Navigation:					
1st Mortgage-----	1,764,550	6 M. & S.	1872	84	
2d Mortgage-----	3,950,670	6 J. & J.	1882	75	
Improvement-----	1,001,670	6 M. & N.	1876	69	
Susquehanna & Tide Water:					
Maryland Sterling Loan-----	516,000	5 J. & J.	1865	-----	
Md. stg. loan converted-----	260,376	5 " "	1865	-----	
Mortgage bonds-----	998,000	6 " "	1878	60	
Preferred Interest bds.-----	227,569	6 " "	1878	24	
Union (Pa.)					
1st Mortgage-----	3,000,000	6 M. & N.	1833	26	
West Branch & Susquehanna:					
1st Mortgage, \$12 $\frac{1}{2}$ lund-----	450,000	6 J. & J.	1878	82 $\frac{1}{2}$	
Wyoming Valley.					
1st Mortgage-----	600,000	6 J. & J.	1829	24	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,343,563		53
Chesapeake and Ohio	100	8,228,595		
Delaware Division	100	1,638,350		50
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000		
Illinois and Michigan				
Lehigh Navigation	50	5,104,050	6	55
Monongahela Navigation	50	726,800	3	
Morris, (consolidated)	100	1,025,000	5	70
" (preferred)	100	1,175,000	10	115
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207	6	23
" " (preferred)	50	2,888,988	32	
Susquehanna and Tide Water	50	2,048,230		15
Union				4
Union (preferred)	50	2,787,000		5
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	10	58

Wholesale Price Current.

Wholesale Price Current.
The ton in all cases is to be 2240 lbs.
IRON-DUXT : Bar, 1 to $1\frac{1}{2}$ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, $1\frac{1}{2}$ cents per lb.; Sheet, Band, Hoop and Scroll, $1\frac{1}{2}$ to $2\frac{1}{2}$ cents per lb.; Pig, \$9 per ton : Polished Sheet, 2 cents per lb.

1 lb., Pounded Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....(cash).....	per ton 42 @ 45
Pig, American, No. 1.....	40 @ 45
Bar, Refined, English.....	97 @ 105
Bar, Swedes, assorted sizes ..(in gold).....	97 @ 105
	STORE PRICES.
Bar, Swedes, assorted sizes.....	155 @ -
Bar, English & American, Refined.....	115 @ -
Bar, English & American, common.....	105 @ -
Scroll, English.....	145 @ 195
Oval and Half-round.....	137 50 @ 147 50
Band, English.....	- @ 145
Horse Shoe.....	140 @ 147 50
Rods, English.....	117 50 @ 175 -
Hoof, English.....	150 @ 215
Nail Rod.....per lb.	9 @ - 10
Sheet, Russia.....per lb.	30 @ - 31
Sheet, English, Single, Double and Treble.....	64 @ - 8
Sheet, Am., Single Double and Treble.....	- @ -
Rails, English.....(gold).....per ton.....	- @ 56
Rails, American.....	85 @ - 85
STEEL-Dury: Bars and Ingots, valued at 7 cents per lb. or under, $\frac{3}{4}$ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, $\frac{3}{4}$ cents per lb. and 10 per cent. ad. val.	
English, Cast.....(1st & 2d qnty.).....per lb.....	17 @ - 22
English Spring.....1st & 2d qnty.).....	11 @ - 12
English Blister.....(1st & 2d qnty.).....	12 @ - 19
English Machinery.....	18 1/2 @ - 16
German.....	14 1/2 @ - 16
American, Blister.....	11 @ - 13
American, Cast, Hammered.....	17 @ - 21
American, Cast, Rolled.....	12 @ - 14
American Spring.....	10 @ - 12
American Machinery.....	13 @ - 14
Miles (in heads).....	

New York Stock Exchange

Actual Sale Prices for the week ending Apr. 18

	Th 12 F. 13 Sat 14.	M. 16	Tu. 17. W. 18
Atlantic M. S. S. Co.	128	129	130
At. & Gt. W. (O) 1st m't	....	152	131
Buffalo, N. Y. & E. 1M. ....	....	94	....
California 7s	107	....	....
Canton Co.	51 $\frac{1}{2}$	55 $\frac{1}{2}$	52 $\frac{1}{2}$
Central Am. Transit. ....	....	52 $\frac{1}{2}$	52
Chicago & Alton	....	88	88
" " pref.	94 $\frac{1}{2}$	96	88
" " 1 M. ....	....	....	....
" " S. F. ....	....	....	....
" " Inc. b'ds ....	....	....	....
Chicago, Burl. & Q. ....	....	....	....
" " " 8 p.c. ....	....	....	108
Chic. & Northwestn.	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$
" " pref.	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$
" " 1st M. ....	....	....	83
" " 2d M. ....	....	....	....
" " S. F. ....	....	....	....
" " A. B. ....	....	....	....
" " I. B. ....	....	....	....
Chicago & Rock Isl.	119	119 $\frac{1}{2}$	119 $\frac{1}{2}$
" " 1st M. '70. ....	....	....	120 $\frac{1}{2}$
Clev. Col. and Clin. ....	....	114 $\frac{1}{2}$	....
Clev. and Pittsburg.	80 $\frac{1}{2}$	80 $\frac{1}{2}$	82
" " 2 M. ....	....	....	....
" " 3 M. ....	....	....	....
" " 4 M. ....	....	....	....
Clev. and Toledo.	114 $\frac{1}{2}$	111 $\frac{1}{2}$	104 $\frac{1}{2}$
" " S. F. 7 p.c. ....	....	94	94 $\frac{1}{2}$
Cumberland Coal, pref 45	45	....	44 $\frac{1}{2}$
Del. & Hudson Canal.	134	134	....
Del. Lack. & West. ....	....	....	130
" " 1M. 8p.c.'71-5. ....	....	....	....
" " 2M. 8p.c.'81-....	....	....	....
Erie.	74 $\frac{1}{2}$	74 $\frac{1}{2}$	72 $\frac{1}{2}$
" " pref. ....	....	....	78
" " 1 M. 7 p.c. '67. ....	....	....	78
" " 2 M. 7 p.c. '79. ....	....	....	100
" " 3 M. 7 p.c. '83.	95	....	....
" " 4 M. 7 p.c. '80. ....	....	92	....
" " 5 M. 7 p.c. '88. ....	....	93	....
Galena and Chicago. ....	....	....	97
" " 1M. 7p.c.'82. ....	....	....	....
Hann. & St. Joseph. ....	....	....	....
" " pref. ....	....	....	....
" " bonds. ....	....	....	....
Hudson River.	107 $\frac{1}{2}$ x 110 $\frac{1}{2}$	109 $\frac{1}{2}$	108 $\frac{1}{2}$
" " script. ....	....	....	....
" " 1M. 7p.c.'69. ....	....	102	....
" " 2M. S. F.	101 $\frac{1}{2}$	....	....
" " 3M. 7p.c.'75. ....	....	....	99
" " conv. bonds. ....	....	....	....
Illinois Central.	115	116	114
" " Can. b'ds. ....	....	....	115
" " bonds. ....	....	....	....
Marietta & Cin. 1st pref. ....	....	....	....
" " 2d " ....	....	....	....
" " 1st mort. ....	....	....	....
Mariposa Mining Co.	13	12 $\frac{1}{2}$	13 $\frac{1}{2}$
Michigan Central.	103 $\frac{1}{2}$	....	....
" " SF. 8p.c.'82. ....	....	....	....
" " conv. 8p.c.'69. ....	....	....	....
M. S. and N. I.	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$
" " " guard. ....	....	....	....
" " " 1M. S. F. ....	....	95	....
" " " 2 M. ....	....	....	....
Mil. and P. du Chien. ....	....	....	....
" " 1st pref. ....	....	....	....
" " 2d pref. ....	....	....	....
" " 1st M. ....	....	....	....
Minnesota Mining Co. ....	....	....	....
Miss. & Mo. ....	....	....	....
" " L. G. bonds. ....	....	50	....
Missouri 6s.	72 $\frac{1}{2}$	73 $\frac{1}{2}$	72 $\frac{1}{2}$
" " iss. to H. & St. J. R. ....	....	72 $\frac{1}{2}$	76
" " Pacific.	73	....	....
New York Central.	92 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
Real Estate. ....	....	....	....
" " 7s. S. F. '76. ....	....	....	....
" " 7s. conv. '76-101 $\frac{1}{2}$ ....	....	....	....
" " 6s. S. F. '83. ....	....	....	....
" " 6s. S. F. '87. ....	....	....	90
N. York & Harlem. ....	....	....	....
" " " prof. ....	....	....	....
" " 1M. 7p.c.'73. ....	....	....	....
" " 2M. 7p.c.'64. ....	....	....	....
" " 3M. 7p.c.'67. ....	....	....	....
North Carolina 6s.	84	84	84
Ohio & Miss. cor.	25	26 $\frac{1}{2}$	26 $\frac{1}{2}$
" " pref. ....	....	....	....
Pacific Mail S. S. Co.	225	....	....
Panama. ....	....	....	....
Penn'a Coal Co. ....	....	....	....
Phila. and Reading.	102 $\frac{1}{2}$	103 $\frac{1}{2}$	104 $\frac{1}{2}$
Pitts. Ft. W. & Chicago.	90 $\frac{1}{2}$ x 91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$
" " 1M. 97 $\frac{1}{2}$ ....	....	....	97 $\frac{1}{2}$
" " 2M. 92 ....	....	....	92 $\frac{1}{2}$
" " 3M. ....	....	....	....
Quicksilver Mining Co.	45 $\frac{1}{2}$	48	51 $\frac{1}{2}$
S. L. Alton & T. H.	31	33	33
" " pref. ....	....	62 $\frac{1}{2}$	63
" " " 1M. ....	....	....	....
" " " 2M. prof. ....	....	....	75
" " Inc. b'ds. ....	....	....	....
Tennessee 6s. 1890-	90	90 $\frac{1}{2}$	90 $\frac{1}{2}$
Tol. Wab. & Western. ....	....	32 $\frac{1}{2}$	36
" " Pref.	65	....	....
" " 1M. ex. ....	....	....	72
" " 2M. ....	....	....	....
" " Int. b'ds. ....	....	....	68

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.
Th 12. F.13 Sat.14. M.16. Tu.17. W.18

FEDERAL STOCKS:-						
U. S. 5s, 1871, reg.	---	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---	---
U. S. 5s, 1874, coup.	---	94	---	94	---	---
U. S. 5s, 1885, coup.	---	---	---	---	---	---
U. S. 5s, 10-40s, coup. 91 $\frac{1}{2}$	92	92	93 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
U. S. 5s, 10-40s, reg.	---	---	---	---	---	92 $\frac{1}{2}$
U. S. 5s, 1881, reg.	104 $\frac{1}{2}$	---	---	---	---	---
U. S. 6s, 1881, cou.	104 $\frac{1}{2}$	---	105 $\frac{1}{2}$	---	---	105 $\frac{1}{2}$
U. S. 6s, '81, O.W.L.Y.	---	---	---	---	---	---
U. S. 6s, 1881, " 4y.	---	---	---	---	---	---
U. S. 6s, 1887, reg.	---	---	---	---	---	119
U. S. 6s, 1888, reg.	115	---	---	---	---	---
U. S. 6s, 1889, coup.	---	---	115	---	---	---
U. S. 6s, 1 year certif.	---	---	---	---	---	---
U. S. 6s, 5-20s, c. 1862-10 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103	104 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$
U. S. 6s, 5-20s, c. 1864	---	104 $\frac{1}{2}$	103	104 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$
U. S. 6s, 5-20s, c. 1865	---	104 $\frac{1}{2}$	103	104 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$
U. S. 6s, " reg.	109 $\frac{1}{2}$ x 100 $\frac{1}{2}$	---	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$
7.30 Notes, 1st series. 100 $\frac{1}{2}$	---	100 $\frac{1}{2}$	100 $\frac{1}{2}$	101	101	101
" 2d series. 100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	101	101
" 3d series. 100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$
American Gold	127 $\frac{1}{2}$	---	125	---	126	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.
W.11. Th.12. F.13. Sat.14. M.16. Tu.17

	33	20 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$	30 $\frac{1}{2}$	31	30 $\frac{1}{2}$
Cattawissa	33						
" preferred	20 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$	30 $\frac{1}{2}$	31	31	30 $\frac{1}{2}$
Camden & Amboy	118						
" " 68 $\frac{1}{2}$ '67	97						
" " 68 $\frac{1}{2}$ '70							
" " 68 $\frac{1}{2}$ '75							
" " 68 $\frac{1}{2}$ '83 83 $\frac{1}{2}$							
" " 68 $\frac{1}{2}$ '89							
" mort. 68 $\frac{1}{2}$ '89 95	94	94				95	
Cheas. & Del. Canal 68 '86							
Del. Div. Canal	46 $\frac{1}{2}$	46	46	46 $\frac{1}{2}$	50	50	
Elmira & W'nsport							
" " pref.	41						
Lehigh Navigation	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	55	55	54 $\frac{1}{2}$
" " 68 '70	93 $\frac{1}{2}$	93 $\frac{1}{2}$					
" " 68 '84 87					87		87
Lehigh Valley R. R.	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$				61 $\frac{1}{2}$
" " 68						98	
Little Schuylkill R. R.					29 $\frac{1}{2}$		
" " 78							
Long Island							
" " 68							
Minehill	55 $\frac{1}{2}$					55	
Morris Canal							
" " pref.							
" " 68 '76							
North Pennsylvania					38 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$
" " 68	85 $\frac{1}{2}$						
" " 10s							
Northern Central	45 $\frac{1}{2}$		45 $\frac{1}{2}$				45 $\frac{1}{2}$
Pennsylvania R. R.	56 $\frac{1}{2}$	57	56 $\frac{1}{2}$	55 $\frac{1}{2}$			56 $\frac{1}{2}$
" 1st m.							100 $\frac{1}{2}$
" 2d m.			92		92	92	96 $\frac{1}{2}$
Penn. State, 56	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86	86 $\frac{1}{2}$	86 $\frac{1}{2}$	87 $\frac{1}{2}$	
" 68, coupon							
" " 68, W. L.	90 $\frac{1}{2}$				100	96 $\frac{1}{2}$	
Philadelphia City, 68	87 $\frac{1}{2}$						88 $\frac{1}{2}$
" " new	92 $\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$
Philad., Germ. & Nor.						54	
Phil. & Reading	51 $\frac{1}{2}$	51 $\frac{1}{2}$	52	51 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$
" " 68 '86							
" " 68 '70						87 $\frac{1}{2}$	
Philadelphia & Erie	33 $\frac{1}{2}$	32 $\frac{1}{2}$	32$\frac{1}{2}$	32$\frac{1}{2}$	32$\frac{1}{2}$	32$\frac{1}{2}$	32$\frac{1}{2}$
" " 68	95	90 $\frac{1}{2}$					
Philad. & Sunbury, 78							23 $\frac{1}{2}$
Schuylkill Navigation							
" " pref. 30 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	31 $\frac{1}{2}$	31$\frac{1}{2}$	31$\frac{1}{2}$	31$\frac{1}{2}$	31$\frac{1}{2}$
" " 68 '82							
" " 68 '76							
" " 68 '72			84 $\frac{1}{2}$	84			
Susq. Canal	14	14 $\frac{1}{2}$	15		15	15	14 $\frac{1}{2}$
" " 68 '78			58				60 $\frac{1}{2}$
Union Canal, pref.				5	5		
" " 68 '83						25	
West Br. Canal 68 '78							82 $\frac{1}{2}$
Wyoming Valley Canal							
" " bonds							
Hentonville, (Horse) 43		43 $\frac{1}{2}$	44	43 $\frac{1}{2}$	44	43 $\frac{1}{2}$	40 $\frac{1}{2}$
Chestnut & Wal.							50 $\frac{1}{2}$
Green & Coates,	"						
2d and 3d streets,	"		70 $\frac{1}{2}$		70		
Spruce & Pine,	"						30 $\frac{1}{2}$

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.

	Th. 12.F.13	Sat.14.	M.16.	Tu.17.W.18
Boston and Lowell	96 $\frac{1}{4}$	—	97 $\frac{1}{4}$	—
Boston and Maine	122	123	123	123
Boston and Providence	—	—	—	134
Boston and Worcester	—	—	134 $\frac{1}{2}$	134 $\frac{1}{2}$
Cheshire, pref.	45	45	45	—
Concord	67	67	—	67
Connecticut River	—	—	—	105
Eastern, Mass.	101	—	101	101
Eastern, N. H.	101	100 $\frac{1}{4}$	—	—
Fitchburg	107	—	107	—
Manchester & Lawr ^{ce} 108 $\frac{1}{4}$	—	—	—	—
Michigan Central	103	—	—	101
Northern, N. H.	92 $\frac{1}{4}$	92 $\frac{1}{4}$	92 $\frac{1}{4}$	—
Old Colony and Fall R.	—	—	—	104 $\frac{1}{2}$
Ph., Wil. & Baltimore	57 $\frac{1}{4}$	58	58 $\frac{1}{2}$	58 $\frac{1}{2}$
Portl'd, Sac ^o & Ports.	100	—	—	—
Vermont & Canada	—	—	96	—
Vermont & Mass.	43	43 $\frac{1}{4}$	44	44 $\frac{1}{2}$
Western	136	136	135 $\frac{1}{2}$	—
Broadway (Horse).	—	—	—	—
Cambridge "	—	—	—	91 $\frac{1}{2}$
Metropolitan "	46 $\frac{1}{4}$	46 $\frac{1}{2}$	46	46
Middlesex "	—	—	—	—
Central Mining Co.	—	—	—	—
Copper Falls "	45	45	44	44 $\frac{1}{2}$
Franklin "	43 $\frac{1}{2}$	44	44	43
Huron "	—	45	—	—
Isle Royale	12	—	—	—
National "	—	—	—	—
Minnesota "	—	15 $\frac{1}{2}$	14	15
Pewabic "	56 $\frac{1}{4}$	36	—	34
Pittsburg "	—	47	—	47
Quincy "	—	46	46	45 $\frac{1}{2}$
Rockland	—	—	24	3

London Stock Exchange.

The following were the closing prices for American Securities on the 3rd of April.

Year Securities or Bonds Issued	Amount	Interest	Term	to
United States 6s, 1881	—	—	—	to
Do. 6s, 1874	—	—	—	"
Do. 6s, 5-20s, 1882	71 $\frac{1}{4}$	—	—	71 $\frac{1}{4}$
Virginia State 5s	55	—	—	58
Do. 6 per cent.	51	—	—	52
Atlantic and Great Western,				
N. Y. sec., 1st mort., 1880, 7 per cent.	78	—	75	75
Do., 2d mort., 1881	71	—	73	73
Pennsylvania, 1st mort., 1877	73	—	75	75
Do., 2d mort., 1882	73	—	75	75
Erie shares, \$100 (all paid)	55 $\frac{1}{4}$	—	—	56
Do., 7s, preference	—	—	—	—
Do., 7s, 1st mort., 1867	—	—	—	—
Do., 7s, 2d mort., 1870	—	—	—	—
Do., 7s, 3d mort., 1883	—	—	—	—
Do., 7s, 4th mort.	—	—	—	—
Do., 7s, 5th mort.	—	—	—	—
Illinois Central 6s, 1875	81	—	83 $\frac{1}{2}$	83 $\frac{1}{2}$
Illinois Central 7s, 1875	63	—	65	65
Do. do. \$100 shares, all paid.	80 $\frac{1}{2}$	—	81 $\frac{1}{2}$	81 $\frac{1}{2}$
Marietta and Cincinnati Railroad Bonds	68	—	70	70
Michigan Central 8s, Convertible, 1869	—	—	—	—
Do. do. S. F. 1st mort., do. '82 x. c.	—	—	—	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	—	—	—
Do. do. do. \$100 shares.	—	—	—	—
New York Central 6s, S. F., 1883	—	—	—	—
Do. do. 7s, 1864	—	—	—	—
Do. do. 7s, S. F., 1876	—	—	—	—
Do. do. 7s, Convertible, 1876	—	—	—	—
Do. do. \$100 shares	65	—	70	70
Panama, 1st mortgage 7s, 1865	—	—	—	—
Do. 2d mortgage 7s, 1872	99	—	101 $\frac{1}{2}$	101 $\frac{1}{2}$
Pennsylvania, 1st mort., 6s, Convertible	—	—	—	—
Do. 2d mort., 6s, do.	80	—	82 $\frac{1}{2}$	82 $\frac{1}{2}$
Do. \$50 shares	35	—	40	40
Phil. & Erie, 1st mort., 1861, guar. by P. R. R. 6s	69	—	71 $\frac{1}{2}$	71 $\frac{1}{2}$

American Railroad Journal.

Saturday, April 21, 1866.

Stock Exchange and Money Market.

Our advices from Europe up to the beginning of the week were confirmatory of our previous intimations that American securities were still popular on the Continental Bourses, remaining firm with an inclination to advance, while other forms of indebtedness of a National character were more or less depressed by the political condition of affairs. The prediction that we were to have considerable amounts of our bonds returned upon this market to be sold at whatever price, has proved to be incorrect, on more occasions than one. For some reason or other, not immediately apparent, there is a class of financial writers who are continually asserting that we are to be over-

whelmed with the sudden return of our stocks from abroad; that the holders are in fact lying in wait to flood us with more than we can carry; and that the deluge of Deculion will be nothing to it. We have waited for some time to see this influx of American bonds, and in vain; and imagine we shall have to wait some time longer. We suppose that the well known facts with regard to the financial condition of the country have had their natural influence on capitalists abroad, as well as at home; for these persons are much alike in their inquiries and convictions, and come to similar conclusions as to the safety of their money, whether it is invested at London, Paris, Hamburg or New York. They have found out that we are at peace, that our war expenditures have ceased, that our revenue is full two hundred millions of dollars in excess of the charges upon it, that no more loans are called for or are anticipated, and that we have turned into the commerce of the world a crop of cotton to the extent of two and a half millions of bales. In addition to this, is the knowledge of a return of the industrial population of the country to their usual labors, the results of which to its accumulations are about six thousand millions a year. We undertake to say, then, that these facts are well understood abroad by those who have been dealing in our securities, that large profits have been made in them by this knowledge, and we doubt not more will still be realised before many months are over. Thus we are not surprised to learn that the 5-20s of 1862 and 1865 have advanced from previous quotations, or that the demand for them continues to be active. As gold declines, and our paper currency improves, these stocks will advance; and we, for our part, do not regret it, as this was the original idea when they were issued; and the belief in them, enabled the Government to obtain the money necessary to sustain itself. We see no objections to the Bond-holders reaping the rewards of their patriotic confidence by the rise of their property to its par value; on the contrary we hail it as the just consummation of the national faith.

Exchange has grown a little dearer, under the rumor that the cotton supply was running short, and the stock at the principal ports diminished to a large extent. It is wonderful that these rumor-spreaders will admit there has been any cotton at all raised or exported. Unfortunately for them, the Custom House returns stand in the way of such assertions or they would doubtless be made.

It will be noticed that as our paper currency has improved, the actual value of our exports has increased, the exports for eight months of the fiscal year, from July to February having amounted to \$145,003,628 with gold at such an average as to make the valuation more than during the preceding year at the same period. At the same time the imports have kept up quite as largely as the wants of the country have required, if not more so, the customs received being on the largest scale. Thus we find that during the same period of eight months the amount received was \$188,406,653 against \$92,385,285 the same time during the previous year. The sum actually paid into the New York Custom House alone, up to April 14, is returned at \$107,069,638, while the gold interest paid was \$32,139,670, leaving a large and perceptible margin which tells its own story.

The Money Market retains extraordinary power.

and the report of the Associated Banks for the week ending 14th inst., shows it by the fact that the amount of their loans had increased beyond that of the previous week by the sum of \$1,866,096; and the circulation \$406,920. The plentifullness of money was further indicated by the increase of their deposits by the large sum of \$4,058,508, and the addition of \$2,465,805 in the amount of legal tenders, or money in that form. Their whole loans and deposits are returned at \$224,009,849, their circulation at \$24,553,931, their deposits at \$193,153,469, and their specie on hand at \$11,085,129. From this statement it is apparent that the New York Associated Banks, would under the old rule of having one dollar in specie in hand for three of paper out, be able to resume payment in coin as they stand at the present time. But they would find themselves powerless as long as the whole circulation of the country is as large as it is. It is believed to be nearly as follows:

National bank notes as reported in Jan.	\$213,239,000
State banks	45,000,000
Fractional currency	28,000,000
3 yrs notes used as currency by banks	172,000,000
National bank notes issued since Jan. 1	25,000,000

Total \$914,239,000

No amount of specie at present in the Bank vaults or in the Treasury would be adequate to the redemption of more than a tenth of this sum, and we cannot therefore expect any such result. Indeed it will not even be attempted at present. It is, however, equally evident that this volume of paper money is entirely beyond the real business wants of the country, and if maintained will lead to the return of high prices; a consequence to be regretted, and which will again open the door to excessive speculation in the necessities of life already held far beyond their real value. The tendency of prices has been downwards for a number of months past, but the expectation of contraction, and an early resumption of specie payments have accompanied it; if this is positively checked, if it is certain our paper is to be still further swelled, we may positively expect a return to still higher prices, a still further delay in arriving at monetary stability. We have omitted to state the exact amount of our exports for the same periods of 8 months, already used in our estimates. It appears that these exclusive of specie were of the value of \$145,003,628, against \$105,396,413 in 1864, and \$164,258,565 in 1863.

With regard to the local credit of National securities, it is proper to observe that just now the compound interest notes have advanced to par, and are much in request, while the 5-20s are becoming scarce and rule as high as 104 and upwards.

With regard to miscellaneous securities we may remark that the stock market shows a disposition towards greater animation, but speculation nevertheless looks sharper over the movements of well-known operators, than to the intrinsic value of the property in the market. One would think that the values of railways would be easily determinable by the simplest methods. We give cost, liabilities, earnings, these are known from week to week. What is to prevent the careful calculator from forming a correct and reliable opinion as to the value of a stock. And yet who does it. Who really buys or sells in the street on any such principle. On the contrary, is it not true that the

rumor of a combination, a corner, or a deferred dividend is much more eagerly regarded as the cause for an operation, and a reason for a fall or rise.

The stability of National securities, their being beyond the reach of private manipulation or control, their publicity and their open sale do a great deal to give them a preference as an article in the market, and a superiority over all other kinds of monied securities.

We have had occasion frequently of late to notice the great energy and skill with which the managers of the Southern Railroads have employed themselves to restore their companies to vitality, and their roads to their former flourishing condition. The exertions of some of the gentlemen who have taken this work in hand have been really marvellous, and the reports made by them are valuable documents in railroad history. We shall endeavor to give them due publicity in our columns, which is the least they deserve.

While on this subject, we may as well state a most interesting fact which has recently come to our knowledge. There are now resident in this city many Southern gentlemen engaged in various honorable pursuits, some of whom took an active and very distinguished part in the late rebellion. Be this as it may, they have changed their views entirely. In a group of them recently assembled in this city a few evenings since, the most sensible and changed views were freely expressed, regrets at the past, convictions of a great mistake having been committed, and great injustice to the real fairness of the Northern people. It was freely confessed, that the movement at the South was uncalled for, and that all that was got by it was the establishment of a most despotic system, and a tyranny instead of a Government. It was noticeable also, that very liberal views were expressed with regard to the condition of the freedmen and their future advancement, with a determination hereafter to regard the Union as a common and priceless heritage. These views we are happy to learn are beginning to be universal among the best and leading men of the South, and that all attempts to keep up irritation and discontent in that quarter will be treated with marked dislike and contempt. We put this statement on record in the full confidence that we are recording a most important fact.

We always notice with satisfaction the important part which cotton is performing in regulating and advancing our foreign trade. The control of this staple by the people of the United States under their free Government directed by American enterprise, is one of the great elementary powers of the age, and of this continent, especially to control the trade of the world, and worthy of all efforts on our part to retain. During the week ending on Tuesday last, 21,100 bales of the value of \$3,697,518 were shipped from this port. The fortnight's shipments counted 44,242 bales. Since the commencement of the current cotton year we have received in this port, 711,857 bales, and have exported 394,538 bales, the value of this so exported since September 1, is equal to about seventy millions of dollars, a most telling item in our business. We hope to see in the renewed production of this article a most important addition to our commercial strength.

The New York exports, exclusive of specie, for

the week ending April 17, and since the beginning of the year, compare as follows:

1865.	1866.	
For the week	\$1,613,293	\$6,267,431
Prev. reported	56,388,554	66,941,941

Since January 1 \$58,001,847 \$73,209,372

The New York imports compare as follows:

1865.	1866.	
Dry goods	\$894,134	\$2,003,467
Gen. merchandise	1,498,441	8,757,374

Total for the week	\$8,392,575	\$5,760,841
Prev. reported	35,257,340	87,354,312

Since January 1 \$37,649,915 \$93,115,153

The balance in the Sub-Treasury on Wednesday was \$92,257,161 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Great Eastern, 42½; Morris and Essex, 79; Milwaukee and St. Paul, 42; do., pref., 55; do., 1st mort., 82; New Jersey Central 1st mort., 100; Stonington, 100½; Connecticut 6s, 95; N. Y. 7s, Bounty Loan, 101; do., do., 5s 1874, 89½; do., 6s, 1872, 93½; Rhode Island 6s, 93½; Michigan 7s, War Loan, 93; Brooklyn 6s Water Loan, 93; N. Y. City 6s, 1883, 91; Spring Mt. Coal, 54; Spruce Hill Coal, 6; Ashburton Coal, 14; Wilkesbarre Coal, 48; Pacific Mail Scrip, 202; Cary Imp., 14; Brunswick Land, 10; Union Navigation, 105; Mariposa pref., 23; Boston Water Power, 35; Western Union Tel., 55; Mechanics Bank, 113; Continental Bank, 98; 4th National Bank, 101½; 9th National Bank, 109; Ocean Bank, 98; Bank of Commonwealth, 103; Bank State of New York, 108; Am. Ex. Bank, 115; Bank of New York, 115; Shoe and Leather Bank, 110; St. Nicholas Bank, 101; Bank of Commerce, 107½; Bank of Republic, 109; Mech. Banking Ass., 108; Peoples' Bank, 108; Merchants Exchange Bank, 105; Central Bank, 112.

Philadelphia.—Pittsburg 5s, 68; Allegheny County 5s, 73; Reading mort., 6s, 1848-'80, 87½; Westchester 7s, 97; Sunbury and Erie 7s, 93; West Branch bonds, 82½; Delaware Division bonds, 78½; 13th and 15th streets R. R., 19½; Union R. R., 32; Phila. and Trenton R. R., 114; Hazleton Coal, 25½; N. Y. and Middle Coal Fields, 7½; Locust Mt., 46; Big Mt., 5; Mahanoy Coal, 3½; Shamokin, 7½; Fulton Coal, 6½; Swatara Falls, 2½; New Creek ½; Etna Mining, 4½; Mechanics Bank, 29½; Manuf. and Mech. Bank, 30½; Curtin Oil, ½; Dalzell, 1½; Maple Shade, 3; McClintock, ¾; Ocean, 8½. The latest quotations are: City 6s, 88@88½; do., new, 92½@92½; State 5s, 87½@88; do., coupon, 87@88; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 58½; Reading, 51½@51½; do., 6s, 1870, 93@96; do., bonds, 87@90; do., con., 101@107; Camden and Amboy, 117½@118½; Penn. R. R., 56½@56½; do., 1st mort., 100@100½; do., 2d mort., 94½@95; Little Schuylkill R. R., 29@30; Morris Canal, 68@70; do., pref., 115@116; do., bonds, 88@92; Wyoming Valley Canal, 57@59; do., 6s, 75@82; Susquehanna Canal, 15½@15½; do., 6s, 60@61½; Sch. Nav., 23½@24; do., pref., 33½@33½; do., 6s, 1882, 75½@77; Union Canal bonds, 24@25½; Delaware Div. Canal, 49@50; do., bonds, 79@80; Elmira and Williamsport, 30@30½; do., pref., 41@43; do., 7s,

1873, 95@95; Lehigh Coal and Navigation, 54@55; do., bonds, 1884, 87@88; North Pennsylvania, 39½@40; do., 6s, 86½@88; Philadelphia and Erie, 32½@32½; do., 6s, 90½@90½; Minehill, 55@55½; Catawissa, 35@40; do., pref., 29½@29½; Lehigh Valley, 61@61½; do., bonds, 91@93; Fifth and Sixth streets, (horse), 40@50; Second and Third, 70½@72; West Philadelphia, 68@71; Spruce and Pine, 34@35½; Green and Coates, 30@33; Chestnut and Walnut, 50@51; Thirteenth and Fifteenth, 18½@19½; Girard College, 25½@32; Tenth and Eleventh, 51½@52; Norristown, 55@55½; Union, 83@86; Hestonville, 41@42.

Boston.—Vermont Central 1st mort., 94; do., 2d mort., 25½; Eastern R. R. 6s, 1874, 95; Rutland and Burlington 1st mort., 84; do., 2d mort., 36½; Ogdensburg 2d mort., 36½; Western R. R. 6s, 1875, 95; Cheshire R. R. 6s, 90½; Ogdensburg and Lake Champlain, 38½; Conn. and Pass. Riv. pref., 70; Granite R. R., 57; Sandusky, Dayton and Cin., 5¾; do., pref., 28; New York and Boston Air Line 6s, 35; Maine 6s, 95; Massachusetts 6s, 1872, @1876, gold, 107; do., 1894, 94½; New Hampshire 6s, 1873, 93½; Chicago 6s, 1873, 88; do., 7s, 1890, 93½; Hartford 6s, 1875, 94½; St. Louis 6s, 1877@1880, 84½; Albany 6s, 1883, 95; Boston 6s, 1875, 99½; do., 5s, 1883, gold, 94½; do., 1868, 113½; Charleston 6s, 1876, 95½; Boston Water Power Co., 33; Cary Imp., 13; Union S. S. Co., 95; Waverly Land, 3½; Belmont Coal, 4½; Mammoth Vein Coal, 2½; Short Mt. Coal, 19½; Franklin Coal, 9; Cambridge Gas, 98½; South Boston Gas, 102½; Merchants Bank, 110½; Bank of Commerce, 111; State Bank, 105½; Maverick Bank, 100; Hide and Leather Bank, 130; Old Boston Bank, 105; Webster Bank, 105; Bank of North America, 100; Shawmut Bank, 106; Eliot Bank, 114½; Suffolk Bank, 112½; Fanuel Hall Bank, 125; Bank of Redemption, 103½; Traders Bank, 93½; New England Bank, 117½; Columbian Bank, 111; Continental Bank, 107½; 3d National Bank, 101½; Atlas Bank, 109½; Blackstone Bank, 120; 2d National Bank, 138; Union Bank, 116½; Bank of Republic, 120½; Atlantic Bank, 113½; North Bank, 103½; Eagle Bank, 109½; Albany and Boston Mining Co., 14; Bay State, 11; Boston, 1; Calumet, 9; Dana, 1½; Humboldt, 6¾; Hancock, 21; Hanover, 1½; Madison, 2; Petherick, 4½; Phoenix, 14; Pontiac, 1½; Superior, 3½; St. Clair, 3½; South Side, 2½; Star, 1½; Tremont, 1½; Winthrop, 1.

Baltimore.—Virginia 6s, registered, 42; Marietta and Cincinnati bonds, 80; N. W. Va. 1st mort., 97½; Bare Hill Mining Co., 1; Mineral Hill, 0.70; Gardner Hill, 0.90; Guilford, 0.40; Santa Clara, 6; Am. Gas Coal, 0.85; Atlantic Coal, 1.00; Balt. and Cuba S. & M. Co., 105; Baltimore Chrome, 0.70; Penn. Oil, 0.50; National Bankers Express, 101; Marine Bank, 32; Exchange Bank, 100; Union Bank, 75. The latest quotations are: Balt. and Ohio, 108@110; do., 6s, 1867, 97@98½; do., 1875, 94@95; do., 1880, 94½@95; do., 1885, 94@94½; Northern Central, 43½@45½; do., bonds, 1885, 84@84; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 93@97; do., 3d mort., 90@95; Marietta and Cincinnati 7s, 1891, 79½@80; Central Ohio, 22@30; do., 1st mort., 78@83; Western Md. bonds, 76@79; do., guar., 92½@97½; Maryland 6s, coupon, 1870, 100@101½;

do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 96@97; do., 1873, 96@99; do., 1875, 96½@96½; do., 1886, 98@99; do., 1890, 98½@99; do., coupon, 96½@99; do., Park, 99@100; do., 1892, 92½@96½; do., 5s, 1888-70, 82@83; City Passenger R. R., 18½@19; Canton Co. 50½@52½; Gardner, 0.80@0.90; Am. Gas Coal, 0.80@0.90; Maryland, 0.25@0.30; North State, 0.15@0.15; Springfield, 0.15@0.20; George's Creek, 108@112; Santa Clara, 6@8½; Balt. Chrome, 0.55@0.60; Bare Hill, 0.90@1.00; Atlantic Coal, 0.95@1.00; Mineral Hill, 0.65@1.00; Baltimore Coal, 140@200.

Tennessee State Bonds.

The Comptroller of the State of Tennessee gives notice that new bonds, bearing 6 per cent. interest, will be issued (under an act passed the 23d of November, 1865,) "to an amount sufficient to pay off all the bonds and interest past due, as well as that to fall due January 1, 1866, or on any bonds that may fall due during the year 1867." The new bonds are to be dated January 1, 1866, and to be paid January 1, 1892, and will be exchanged for the unpaid interest coupons on old bonds, including those of January 1, 1866, estimating each (bonds and coupons) at their par value. The interest coupons on the new bonds falling due July 1, 1866, and all the subsequent coupons thereon, will be paid in New York, in money. The interest coupons on all the old bonds will be paid (July 1, 1866, and thereafter), as heretofore, at the places mentioned on the coupons. The conversion of the past due coupons into new bonds must be made at the Comptroller's office, in Nashville, Tennessee. The past due coupons may be sent directly to the Comptroller, Hon. S. W. Hatfield, or to any agent the holders of them may appoint at that place, to make the exchange. No new bond will be issued for less than \$1,000. The holders of coupons will have to sell or buy to make an even amount.

Philadelphia and Erie Railroad.

The principal officers of this company are soon to be moved from Williamsport to Erie. The affairs of this road are fast approaching a condition of completeness, which enables it to take position as one of the best railways in the country. The great amount of money which has been expended in improvements along the line of the road and at its terminus in Erie, has given it facilities for supplying itself with motive power and rolling stock which are not equalled by any road of the same age in the country; and the management of its business is now so systematized that the patrons of the road find it prepared for all emergencies and equal to all demands. Another year of this progress will place it beyond the power of all contingencies and in a condition inferior to no road in the country.

The Baltimore and Ohio Railroad Company has commenced the construction at Grafton, West Va., of an immense engine house. The new building is designed to hold at least sixteen engines, and will besides be provided with the necessary accommodations for workmen, machinery, &c.

The President has approved the bill appropriating \$800,000 to reimburse the State of Pennsylvania for money expended for the payment of militia in the service of the United States.

St. Clair Flats.

The Detroit Board of Trade is soliciting the aid of Chicago and other cities and States around the Lakes to obtain a grant of \$200,000, and an appropriation of \$10,000 a year to cut and maintain a deep channel through the St. Clair Flats, and to erect and support additional lighthouses so that the passage may be made by night as well as by day. Before 1857 there was between seven and eight feet of water on the bar; in that year Congress voted \$50,000, which was employed in making a channel nearly a hundred feet wide, with thirteen feet of water; and in consequence of this improvement a much larger class of vessels was constructed for the trade between Chicago and Buffalo; the carrying capacity being doubled. Since that time through neglect the new channel, has been filling up, and is now but fifty feet wide with a depth not exceeding 10½ feet. The effect is that trade is greatly impeded by tugs and vessels getting aground, lighter cargoes have to be carried, and heavy expenses are incurred, to the great damage of the commerce of Chicago and Lakes Michigan and Superior. It is said that 22,274 vessels pass through the channel during the season of navigation, carrying cargoes worth \$440,000,000.

Opening of the New Railroad at Wilkes-barre.

The "back track" of the Lehigh Coal and Navigation Company's new railroad was formally opened on the 31st ult. by an excursion over the route. The excursionists met at the head of plane No. 1, on the top of the mountain, at which point the company had in readiness an engine and cars for their conveyance over the new road. The elevation above the level of the canal at this point is about 1,200 feet, whence the road, coursing northward along the summit of the mountain for a space, commences its gradual descent down its rugged sides at an easy grade until, winding around a prominence some distance above the town, it pursues a southward course until it reaches the valley.

The road is constructed upon a bed of solid rock almost the entire distance from the summit to the foot of the mountain, and the work of its construction was unusually heavy. The track was pronounced by competent railroad men to be unusually smooth for a new road. The train will commence running regularly over the new line in a few days.

The Alexandria Journal says that a large force are at work laying down the ties and iron on the Alexandria, Loudoun and Hampshire Railroad, from Herndon's to Guilford Station, which were destroyed by the rebels. This will bring the road within nine miles of Leesburg, from which point stages will connect.

Engineers are now making a survey of the branch road through Hamburg that is to connect the Reading Railroad at Port Clinton with the East Pennsylvania Railroad at Topton. As soon as the exact route is determined upon, the work of building the road will be commenced.

The thousand shares required to organize the Dorchester and Delaware Railroad Company have been subscribed, and a meeting will be held in Cambridge, Md., on the 9th of May to elect a president, treasurer, and directors.

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of March, 1866:

LAND DEPARTMENT.

Acres Construction Lands	
Sold	7,126.69 for \$76,902 82
Acres Int. Fund Lands sold	120.00 for 1,626 80
Acres Free Lands sold	680.00 for 8,079 80
Total sales during month of Mar., 1866	7,926.69 for \$86,609 42
To which add Town Lot Sales	1,595 00
Total of all	\$88,204 42
Cash collected in March	\$182,624 77

TRAFFIC DEPARTMENT.

Receipts from Passengers	\$206,127 42
do. Freight	290,336 00
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	10,000 00

Total Receipts in month of Mar., 1866. \$516,821 75
Total Receipts in month of Mar., 1865. 591,917 43
Net increase in first quarter. \$60,000 00

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of Mar., compared with the same period last year, have been as follows:

	1865.	1866.
From freight	\$494,305 36	\$406,400 81
" passengers	381,258 66	224,019 40
" express matter	15,740 93	8,000 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	1,375 14	1,061 49
Total	\$857,583 42	\$654,890 04

Earnings Jan. 1st, to Mar. 28. \$1,226,231 92 \$1,684,616 82

The earnings of the Cleveland and Pittsburgh Railroad for the month of March, 1866, were:

From freight	\$101,752 18
" passengers	60,533 84
" miscellaneous	4,500 00
" military	221 02
	\$167,007 04

March, 1865: Freight, passengers, etc. \$209,930 11
Military 12,481 15

Decrease \$55,404 22
Decrease in regular traffic 43,144 09

The Earnings of the Louisville and Frankfort and Lexington and Frankfort Railroads for February, 1866, were \$34,869 09; and the expenses, \$24,512 42—leaving a balance of \$10,356 67.

The earnings of the Ohio and Mississippi Railroad line, from Cincinnati to St. Louis, for March were:

	1866.	1865.
Eastern Division	\$191,826 89	\$184,581 49
Western Division	134,409 32	129,332 63
Total	\$326,236 21	\$313,914 12

Increase \$12,322 09

Comparative earnings from January 1, to March 31, inclusive:

	1866.	1865.
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Eastern Division	\$493,853 62	\$477,818 43
Western Division	346,033 54	384,657 88

Total	\$839,887 16	\$812,276 31
Increase	..... \$27,610 85	

The earnings of the Erie Railway for the month of March, 1866, including Buffalo Division, were \$1,070,484 49
Corresponding month last year 1,331,124 90

Decrease \$260,690 41

For three months ending March 31:

	1865.	1866.
January	\$1,070,890	\$1,187,188
February	1,011,735	983,855
March	1,331,124	1,070,484

Total \$3,413,739 \$3,241,477

Decrease \$172,282

The earnings of the European and North American Railway for the month ending March 31, 1866, were \$10,447 37
Corresponding month of previous year 8,575 53

Increase \$1,871 84

The earnings of the Hudson River Railroad for the month of March, 1866, were \$500,806
Corresponding month of previous year 424,617

Increase \$76,189

The earnings of the Detroit and Milwaukee Railroad for the month ending March 29, 1866, were \$32,202
Corresponding month of previous year 28,767

Increase \$3,435

Railroad Earnings--Weekly.

The earnings of the Western Union Railroad, for the week ending April 7, 1866. \$6,082 93
Corresponding week previous year 8,195 57

Decrease \$2,112 64

Receipts from Jan. 1, to April 7:

1866	..... \$126,490 72
1865	..... 121,554 76

Increase \$4,935 96

The earnings of the Chicago and Northwestern Railway for the second week in April, 1866, were \$120,102 73
Corresponding week of previous year. 107,220 93

Increase \$12,881 80

The earnings of the Chicago and Rock Island Railroad for the 2nd week in April, 1866, were \$51,878 00
Corresponding week of previous year. 42,567 00

Increase \$9,811 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Apr. 1866, were \$101,600 00
Corresponding week of 1865 84,500 00

Increase \$17,100 00

The earnings of the Chicago and Great Eastern Railway for 1st week in April were. \$23,288 00
Same period last year 19,917 00

Increase in 1866. \$3,371 00

The earnings of the Michigan Central Railroad for the 1st week in April, 1866, were. \$78,851 00
Corresponding week of previous year. 86,554 00

Decrease \$7,708 00

The earnings of the Marietta and Cincinnati Railroad the first week in April, 1866. \$23,045 00
Corresponding week previous year. 19,479 43

Increase \$8,565,57

Commencing 1st Jan. 1866. \$280,344 00
Commencing 1st Jan. 1865. 297,722 28

Decrease \$17,378 28

The traffic of the Great Western Railway of Canada, for the week ending April 13th, 1866, were \$79,926 91
Corresponding week of 1865 68,450 28

Increase \$11,476 62

The earnings of the Grand Trunk Railway of Canada for the week ending April 7th, 1866, were \$135,723 00
Corresponding week of previous year. 132,605 00

Increase \$3,118 00

Union Pacific Railroad in Colorado.

We observe that a deep interest is beginning to be displayed as to the best route through Colorado, and a correspondence has made its appearance which explains the views entertained on the subject. In a letter from Mr. Evans, Senator elect from that state, to Gen. Dix, President of the Union Pacific Railroad, dated Washington Feb. 6, he says:

I desire to call the attention of your company to the importance of a more thorough, careful and extended survey of the route for the Union Pacific Railroad that would pass through the Middle Park, and the wonderfully advantageous succession of valleys, thence westward through the Rocky Mountains to Great Salt Lake.

If my information regarding this route is reliable; and I believe it is; it has the advantage of passing much of the way through low valleys along the Bear, White, and Ute rivers, which extends for hundreds of miles in the right direction. It passes through a country abounding in timber, coal, and an abundance of pure water. It would pass through the rich mining country in Colorado, and also a region of thousand of square miles, near the western line of Colorado, that is well adapted to grazing and agriculture. In other words, it is a route along which are the most abundant supplies of the necessities for the construction and maintenance of a railroad.

From Denver to Salt Lake it is said that this route will be over one hundred and fifty miles shorter than that by way of Laramie Plains, and from the mouth of Cache la Poudre it is estimated that it would save one hundred miles in distance.

It is worthy of remark that the advantages of this route are such as to induce the Overland Stage Company to move its line to a new road, it is constructing for the purpose along it, which it is proposed to consummate at an early day. I understand that the chief objection to the adoption of this route for the Union Pacific Railroad is the difficulty of crossing the main range of the Rocky Mountains in entering the Middle Park. This difficulty, I have reason to believe, may be found much less imposing than the partial explorations that have been made would indicate. I am credibly informed that at several points between the head of the Arkansas river and of the Boulder Creek, are to be found places where the approaching valleys, on either side of the range, make it feasible to pass by a tunnel of but moderate length at a great distance below the summit of the range. This arrangement would avoid the snow that will inevitably obstruct the road on any route that crosses the range, on the surface. In this view of the case it is plain that a tunnel of moderate length is a desirable mode of passing the range instead of being objectionable, and when the great saving of distance through a mountain country, the advantages in the character of the country, and in the route already referred to, are taken into consideration, it would seem to be clear that the interests of the company, as the interests of the Government doubtless do, would call for a more thorough and careful survey of this route by engineers who will bring the skill, energy and earnest desire to success, to bear in finding a practicable passage.

To this Gen. Dix replied under date Feb. 1, as follows:

Your communication of the 5th inst. has been submitted to the directors of this company, and I am instructed to say to you that the project of carrying their road through the Central Park of Colorado, has engaged their attention for the last two years. While aiming to follow, in obedience to the act of Congress, "the most direct, central and practicable route," they have not been unaware of the importance of reaching, if possible, the district you refer to as abounding in mineral treasure and all those supplies which are necessary to "the construction and maintenance of a railroad," and of making it tributary to the great work they are engaged in.

I infer from your letter that you are advised of the surveys which have been made through Berthoud's Pass. During the last summer, examinations were made by Mr. Reed from the Southern extremity of Salt Lake eastwardly. We have not yet received his report, but we understand that the route was not feasible.

I have been in communication with Mr. Laman, who represents some railroad interests in Colorado; and Col. Seymour, our consulting engineer, has compared our surveys of Berthoud's pass with those made by engineers in the service of parties there. Between these surveyors there is no essential difference. No point of crossing the mountains in the direct course between Denver and the Salt Lake Valley has yet been discovered by our engineers, or suggested by others, more favorable than the Berthoud pass. At this point a tunnel would be required through granite three and a quarter miles long, the grade line of which is 1,882 feet higher than the grade line at the summit of the mountain on the Crow creek route, and 2,235 feet higher than the grade line at the summit of the mountain on the Cache la Poudre line, neither of which last named routes require any tunnel. Besides the immense cost, the length of time required to excavate this tunnel would seem to forbid its adoption. In this connection it should also be stated that the great height of the mountain above the grade of the tunnel, which the profile in this office, made by Mr. Case, shows to be 1,280 feet, renders any temporary crossings of the creek scarcely feasible.

If any other pass promising a favorable route directly west from Denver shall be discovered, the Board will gladly cause it to be examined. But of the two years examination by our engineers candor compels me to express the belief that a railroad connecting Denver and the Salt Lake Basin must commence the ascent of the mountain at least as far north as the point where Cache la Poudre leaves the mountain and meets the level plain in the vicinity of Laporte.

Our line has not yet been definitely fixed as far as west as the 100th meridian, and careful surveys are yet to be made between that meridian and Colorado. Our present information in regard to our route through the Rocky Mountain range, seems to indicate the Cache la Poudre line as the most favorable; and should it be adopted, it is not doubted that we shall connect with Denver, and open the great mineral district west of that city to communication with the east. While the main purpose of the company is to reach San Francisco by the best route, it is our most earnest desire, not only for the benefit of the company but for the general advantage, to make the work subservient to the great interest, which have grown up in the intermediate territories.

Should you come to New York, I earnestly request that you will call at this office and examine our maps, which comprehend the whole mountainous district east of Salt Lake, and our profiles of such of the lines as we have now. In the meantime we shall be greatly indebted to you for any information in relation to the subject of your letter.

The South Carolina Railroad, which was badly broken up by Gen. Sherman's forces, has been entirely re-built, and the company are now running trains both to Columbia and Augusta. The connection to the last named place was made on Thursday, the 5th inst.

Internal Revenue Decision.

Railroad companies will be interested in the following notice from the Deputy Commissioner of Internal Revenue:

"Section one hundred and twenty-two imposes a tax of five per cent, on all dividends and profits of such companies carried to the account of any fund or used for construction. As it was found to be impracticable for railroad companies to state their net gains as often as a dividend was declared, this office has not insisted upon its being done, but requires such statement to be made once a year, this being as often as the accounts of the company are settled. One return during the year on form No. 65 should show the net gains and profits over dividends declared for the entire year, and the tax should be paid on such profits. It will be observed that the amount of profits used for construction is subject to the tax of five per cent., the same as it were added to surplus or contingent funds."

Extension of the Concord and Claremont (N. H.) Railroad.

Very active efforts are now being made, with every prospect of success, to extend and complete the Concord Railroad from its present terminus at Bradford, to Claremont, on the Connecticut river. A correspondent of the *Boston Journal*, writing from Concord, says:

The advantages of this extension to the towns on and adjacent to the proposed route are sufficiently obvious. Claremont, with its numerous manufactures and extensive trade, is now three miles from a railroad. When this road shall be built it will have a direct connection with central New Hampshire, and be several miles nearer Boston than by way of the Sullivan, Cheshire and Fitchburg roads. Newport, with its large woolen and other manufactures, and its trade constantly increasing, would be put in railroad connection with the principal market and business centre of New England. Other towns along the route will be equally benefitted by finding an outlet for their agricultural and other productions. The value of real estate on the line of the road would be greatly enhanced, and other property would be proportionately increased in value. There is inexhaustible water power on Sugar river, which could be made available for an indefinite increase of manufactures.

But the great advantages of the road, in a business point of view, will be in making it a connecting link, in a through line, from Boston to all points West. The business men of Boston and vicinity know how seriously their interests have been affected the past season by delays in transportation from the West amounting to almost a blockade. What Boston needs most to-day is an increase in the channels of communication between itself and the West. And so the completion of the Concord and Claremont road will meet one of its greatest wants. The work on the completion once commenced, the Rutland and Burlington road will extend it to Cavendish, or some neighboring point on their road. Having struck that road a through line will be obtained by way of Rutland to any point West. The road can be built. Claremont has voted \$100,000 in aid of the project. Newport, at its recent annual meeting, by an informal vote of a full meeting, agreed to raise the same sum. Other towns will contribute according to their ability. The roads connecting and the commercial men and capitalists who will be most benefited by it must make up the rest.

It will cost less and can be built and ready for use at an earlier date than any other road proposed as a connection with the West. The grading will be easy, the only considerable cut being at the summit between Connecticut and Merrimack rivers in Newbury, and this by no means difficult. The distance from Bradford to the Connecticut river is about thirty miles, and from the Connecticut river to a point on the Rutland and Burlington road twenty miles at farthest, making a distance of only fifty miles of construction. The

route proposed from White River Junction, by way of Woodstock, Vt., to Rutland, would be greater in distance, more expensive in construction, could not so soon be ready for use, and if used as a link in a "through line" would make the distance from Boston to points West greater than by the route proposed here. The route by way of Hoosac Tunnel cannot be completed for many years to come, if ever. Enough money has been expended upon the tunnel to build several such roads as the Concord and Claremont, and it will take millions more to complete it. As a road which can be cheaply constructed and ready for early and immediate use, no route can compete with the Concord and Claremont, and no other link can so soon as this afford an opening to the increase of trade and communication between Boston and the West.

Western Maryland Railroad.

A meeting of the stockholders of this company will be held at Westminster, Carroll Co., Md., on the 15th of May, to take action upon one or more of the acts passed at the late session of the General Assembly of Maryland; also, the adoption of a code of by-laws; also, the ordinance recently passed by the Mayor and City Council of Baltimore, providing for a subscription to the stock of the company; also, any orders of the County Commissioners of Washington County in relation to the construction of the road of the company and subscription to its stock; also, the election of two additional Directors, citizens of Washington County.

The British revenue returns for the year ending 31st March have just been published. They show the following aggregates:

	1864-'5.	1865-'6.
Customs.....	£22,572,000	£21,276,000
Excise.....	19,558,000	19,788,000
Stamps.....	9,530,000	9,560,000
Taxes.....	3,292,000	3,350,000
Property tax.....	7,958,000	6,890,000
Post-office.....	4,100,000	4,250,000
Crown lands.....	310,000	320,000
Miscellaneous.....	2,999,436	2,878,292
Grand total.....	£70,813,436	£67,812,292

It appears from a communication prepared at the War Department in reply to a resolution of the House that the Illinois Central Railroad Company, received from the United States for transportation of troops and supplies, from March, 1862, to April 1865, \$2,592,156, and from other roads \$332,113. The company paid to these other roads \$876,432. The net revenue received by the Illinois Central Railroad Company within the above named period was \$2,047,838.

The following is stated to be the total amount of vacant public lands in the Southern States; Alabama, 6,732,058 08 acres; Mississippi, 4,760,736 03; Louisiana, 6,228,102 45; Arkansas, 9,298,012 70; Florida, 19,379,635 61.

Mr. Wheelwright, of Newburyport, Mass., is still at work upon his great enterprise, the construction of a railway from the River Platte across the Andes to the Pacific, and is confident that it will be completed within the next ten years. Already two hundred and forty miles of the route are in the course of rapid construction from the port of Rosario to the interior city of Cordova.

A joint resolution has passed both Houses of the Wisconsin Legislature, instructing representatives to favor the construction of the Northern Pacific Railroad.

Journal of Railroad Law.

The case of *Wm. H. Lovett vs. Salem and South Danver Railroad Company*, recently decided in Massachusetts involves the question whether, if a child of tender years wrongfully gets upon the platform of a car, and is not immediately expelled therefrom, the driver may afterwards expel him while he is driving at such a rate of speed as to make it dangerous for the child to leave. The opinion was written by

CHAPMAN, J.—The defendants' objection that the plaintiff has set forth his cause of action in more than one count is not valid. It was provided by the statute 1851, C. 233, §2, that "one count and no more," should be inserted in the declaration for each cause of action. But in the revision of this act in 1852, this provision was changed. By statute 1852, C. 312, §1, "one count only need be inserted for each cause of action." This language does not restrain the plaintiff from inserting more than one, if he deems it expedient to do so, but leaves it at his option. It was clearly intended to alter the statute of the previous year in this respect.

Under the instructions of the Court the jury must have found that though the plaintiff was wrongfully upon the defendants' car, the driver ordered him to get off from it, intending thereby to make him leave it while in motion; that the plaintiff, by reason of being so ordered, left the car while it was in motion, and was thereby injured; and that in getting off he used ordinary care.

If the plaintiff had been a person of mature age, the mere words of the driver could not have been regarded as equivalent to a forcible ejection of the plaintiff from the car at a time when it was dangerous to leave it. For such a person might have exercised his own judgment as to the peril he might incur in attempting to obey the order. But the plaintiff was a child about ten years of age. His obedience would be naturally expected, without regard to the risk he might incur; and in respect to a child so young, the command would be equivalent to compulsion. As he was in fact badly injured, though it is found by the jury that he used due care, it is plain that the car was moving at such a rate that the attempt to get off was dangerous. The case therefore presents the question, whether, if a child of such tender years wrongfully gets upon the platform, and is not immediately expelled, the driver may afterwards expel him while he is driving at such a rate as to make it dangerous for the child to leave; or whether he must not first stop the car, or slacken its speed to such a degree that the child may leave the car in safety, provided he uses due care. It is different from the question what he might do for the purpose of preventing the child from getting on, or forcing him back immediately after he came upon the platform; and that subject need not be discussed here.

It was the right as well as the duty of the driver to protect the property of the defendants which had been intrusted to his care and management. But it is said in *Bird vs. Holbrook*, 4 Bing. 628, that for the protection of property no man has a right to resort to violence greater than the occasion requires. In 1 *Hilliard on Torts*, 2d ed., 160, the law applicable to this subject is stated as follows: "The fact that a plaintiff is a trespasser

or violator of the law does not of itself discharge another from the observance of due and proper care towards him; or the duty of so exercising his own rights as not to injure the plaintiff unnecessarily. Neither will it necessarily preclude the plaintiff from a recovery against a party guilty of negligence." The case of *Norris vs. Litchfield*, 35 N. H., 271, and *Kerwhacker vs. Cleveland, &c., Railroad*, 3 Ohio, (N. S.) 172, contain a full discussion of the doctrine, and a reference to the authorities. In *Barnes vs. Ward*, 9 C. B., 420, it is said that a trespasser is liable to an action for the injury which he does, but he does not forfeit his right of action for an injury sustained by him. These doctrines must be regarded as unreasonable. If, for example, a person were to go on board of a ship just ready to set sail, it would be very unreasonable to hold that, because he was there without right and as a mere trespasser, the master might compel him to leave the ship by jumping into the sea several miles from the shore. It must be admitted that this is an extreme case, but on the same principle it would be unreasonable to hold that when the driver of the defendants' car found the plaintiff riding upon the platform as a trespasser he might compel him to leave while he was driving at such a rate as to make the act dangerous. The plaintiff was liable to an action for the trespass committed by him, and he was liable to be removed; but it was not necessary or reasonable that the right of removing him should be so exercised as to expose him to personal injury. For the negligence of the defendants' servant in this respect, they are liable. It was in his power, by reasonable efforts to make it safe for the plaintiff to obey him, and he ought to have used such efforts.

It does not appear that the plaintiff participated in this carelessness. If we assume that he was not only guilty of a trespass, but of carelessness in getting upon the car, yet that carelessness was past, and he was riding in safety; so that his injury as a proximate cause. In leaving the car he acted by constraint.

The doctrine that a party cannot recover in a case where he must trace his title to recover through his own illegal act, as stated in *Way vs. Forster*, 1 Allen, 408, and the other cases cited by the defendants' counsel, is not applicable to such a case as this. The cause of action is the wrongful act of the defendants' servant in compelling the plaintiff to leave the car while he was driving at such a rate that, though the plaintiff used due care, the act of leaving caused an injury to him. The plaintiff's trespass is a separate matter.

It is contended that the parents of the plaintiff were guilty of negligence in permitting the plaintiff to be abroad at that time. But the Court cannot know this judicially. The question whether a boy of that age has sufficient capacity to take care of himself should be left to the jury.

Exceptions overruled.

NOTE—The receipts of the Lynn and Boston Railroad from December 1, 1865, to March 31, 1866 were \$44,501 76. In the corresponding period of the preceding year, they were \$35,141 78. The paid in capital stock of this road, is \$200,000; the total debt, \$104,259 29; length of railway, 10 1/4 miles; dividends paid in 1865, \$8,421 05, or four per cent. and Government tax.

NOTE—The Charleston and Savannah Railroad has been declared insolvent. Its total indebtedness is over \$2,200,000, while its assets are only \$1,365,000—and \$500,000 will be required to repair the road.

NOTE—The city treasurer of St. Paul has submitted his annual report; from which it appears that the receipts the past year were \$98,292 78. The disbursements were \$97,950 33. The estimate of expenditures for the ensuing year is \$118,700. The anticipated assets are \$83,000.

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NOTICE.

Eaton & Hamilton R. R. Co.

The Creditors and Stockholders of the Eaton and Hamilton Railroad Company, who are parties to the agreement of June 1st, 1865, for readjusting the liabilities of, and reorganizing said company, and all creditors and stockholders who may become parties thereto at, or prior to, the meeting hereinafter designated, are notified that the Railroad and other property, franchises, &c., of said company have been sold, under proceedings and judgments for that purpose, in the case of Joseph B. Varnum and others, Trustees, &c., against said Railroad Company and others, pending in the Court of Common Pleas, of Butler County, Ohio, and purchased by the undersigned as Trustees for the parties to said agreement, at and for the sum of Five Hundred and Sixty Thousand Dollars, (\$500,000) and that they the said creditors and stockholders, are called and requested to meet at the office of said company in the town of Eaton, Probie County, Ohio, at 12 M., of Monday, the 30th day of April, A. D. 1866, for the purpose of reorganizing said Eaton and Hamilton Railroad Company, &c., in pursuance of said agreement and the law of Ohio authorizing such readjustment and reorganization. Each party to said agreement in person or by proxy duly authorized, will be entitled at such meeting to one vote for each fifty dollars par value of the bonds or stock of the reorganized company to which he may be entitled by said agreement.

OFFICE OF THE EATON & HAMILTON R. R. CO.
EATON, OHIO, March 24, 1866.

S. M. BLAKE,
E. W. MCGUIRE, Trustees,
J. S. MINOR.

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North Missouri Railroad

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AND

FROM MOBERLY TO BRUNSWICK.

SEALED PROPOSALS WILL BE RECEIVED until three o'clock on the 20th day of April, 1866, for the grading and masonry on fifty-three miles of road, beginning about eleven and a half miles north of Macon City,—the grading having been completed for eleven miles and a half north of Macon City.

Also, for the grading and masonry of about forty miles of road from Moberly to Brunswick, a portion of which has already been graded.

Bids will be received for one mile and upwards or for the whole work, and the bids will be opened by the Board of Directors in the presence of the bidders at noon on the 21st of April, 1866.

Proposals will also be received for the superstructure of bridges, iron or wood, of spans to vary from twenty to two hundred feet.

Persons are requested to make their bids for payment in cash or in the first mortgage bonds of the Company, bearing seven per cent. per annum interest.

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C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec.

S. N. STEBBINS, Actuary.

SALE

OF THE

Southwest Pacific Railroad,

Heretofore called the Southwest Branch of the Pacific Railroad.

—o—

OFFICE OF THE BOARD OF COMMISSIONERS FOR THE
SOUTHWEST PACIFIC RAILROAD,
St. Louis, Mo., March 2, 1866.

THE UNDERSIGNED HEREBY GIVE PUBLIC notice that, in pursuance of an act of the General Assembly of the State of Missouri, entitled "An act to provide for the sale of certain Railroads and property by the Governor, to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch Pacific, the Platte County, the St. Louis and Iron Mountain, and the Cairo and Fulton Railroads, of Missouri," approved February 10th, 1866, the undersigned have been duly appointed, confirmed, qualified and established a Board of Commissioners, under the terms and provisions of said act, with full authority to take possession of, manage and operate said Southwest Pacific Railroad, (heretofore called the Southwest Branch of the Pacific Railroad,) and to buy in and resell, or to sell and dispose of the same to others, with all and singular, the lands heretofore appropriated to the construction of said railroad and belonging to the Pacific Railroad, for the use and benefit of said Southwest Branch, at the time of its default, as provided by the act of said General Assembly, entitled "An act to accept a grant of land made to the State of Missouri by the Congress of the United States, to aid in the construction of certain railroads in this State, and to apply a portion thereof to the Pacific Railroad," approved December 25th, 1852; also, with all and singular the rolling stock and other personal property, machine shops, depots, real estate, leasehold or other interest therein, and all the rights, privileges and franchises to said Southwest Branch of the Pacific Railroad) appertaining or in any wise belonging.

And the undersigned, Commissioners as aforesaid, in further pursuance of the terms said act, approved February 10th, 1866, do hereby invite written and sealed proposals for the purchase of said Southwest Pacific Railroad, (heretofore known as the Southwest Branch of the Pacific Railroad,) and all the other property, appurtenances, privileges and franchises aforesaid; in which proposals must be stated the price bid for the same, and that such proposal is based upon the following terms and conditions, viz:

First, The price or consideration bid, shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first instalment payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually; provided that all sums bid, may be paid at any time, in either cash or the bonds or other liabilities of the State, or bonds guaranteed by the State.

Second, The roads and all rolling stock belonging thereto, shall be kept in good serviceable condition, during the progress of the work, to completion of said roads.

Third, The said Southwest Pacific Railroad (formerly known as the Southwest Branch of the Pacific Railroad) shall be finished to a point opposite the town of Lebanon, in Laclede county, within three years; to the town of Springfield in Greene county, within four years, and to the western line of the State, in five years after the date of sale; and that if the bid be accepted, the bidder or bidders shall expend at least five hundred thousand dollars in each and every year between the date of sale and date fixed for the completion aforesaid in the work upon the gradation, masonry or superstructure of said extension. Provided, that the faithful annual expenditures required as aforesaid, shall entitle the Company to an extension of time of payment of principal of purchase money due, that year, until two years after maturity of last instalment; and provided, that an annual statement of expenditures on the road shall be made under oath by the Treasurer and two Directors thereof, and filed with the Secretary of State.

Proposals will be received until the 9th day of May, A. D., 1866.

They must be directed to P. Jos. Osterhaus, President of the Board of Commissioners of the Southwest Pacific Railroad, St. Louis, Mo., and endorsed "Proposals for purchase of Southwest Pacific Railroad."

Awards must be approved by the Governor before they will be binding upon the State.

The undersigned Commissioners, as aforesaid, reserve the right to reject any and all proposals not satisfactory.

Copies of the act, approved February 10th, 1866, under which this Board is acting, can be obtained upon application to the Commissioners.

As soon as practicable a catalogue of the rolling stock and personal property to be sold, will be issued, and can also be had upon application to the Commissioners.

P. JOS. OSTERHAUS,
ROB. J. McELHANY,
A. W. MAUPIN,
Board of Commissioners.

St. Louis, March 2d, 1866.

811

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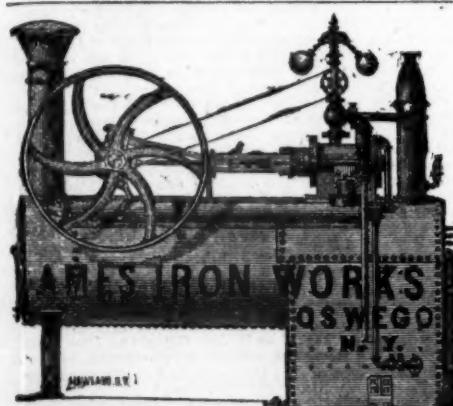
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11th. HENRY CHAUNCEY,
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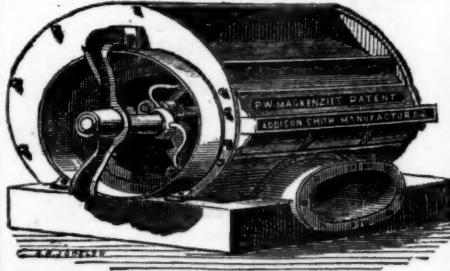
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West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.;
arriving in New York at 12.05 P. M. (noon).

H. P. BALDWIN, General Ticket-Agent,
New York, September 16, 1865.